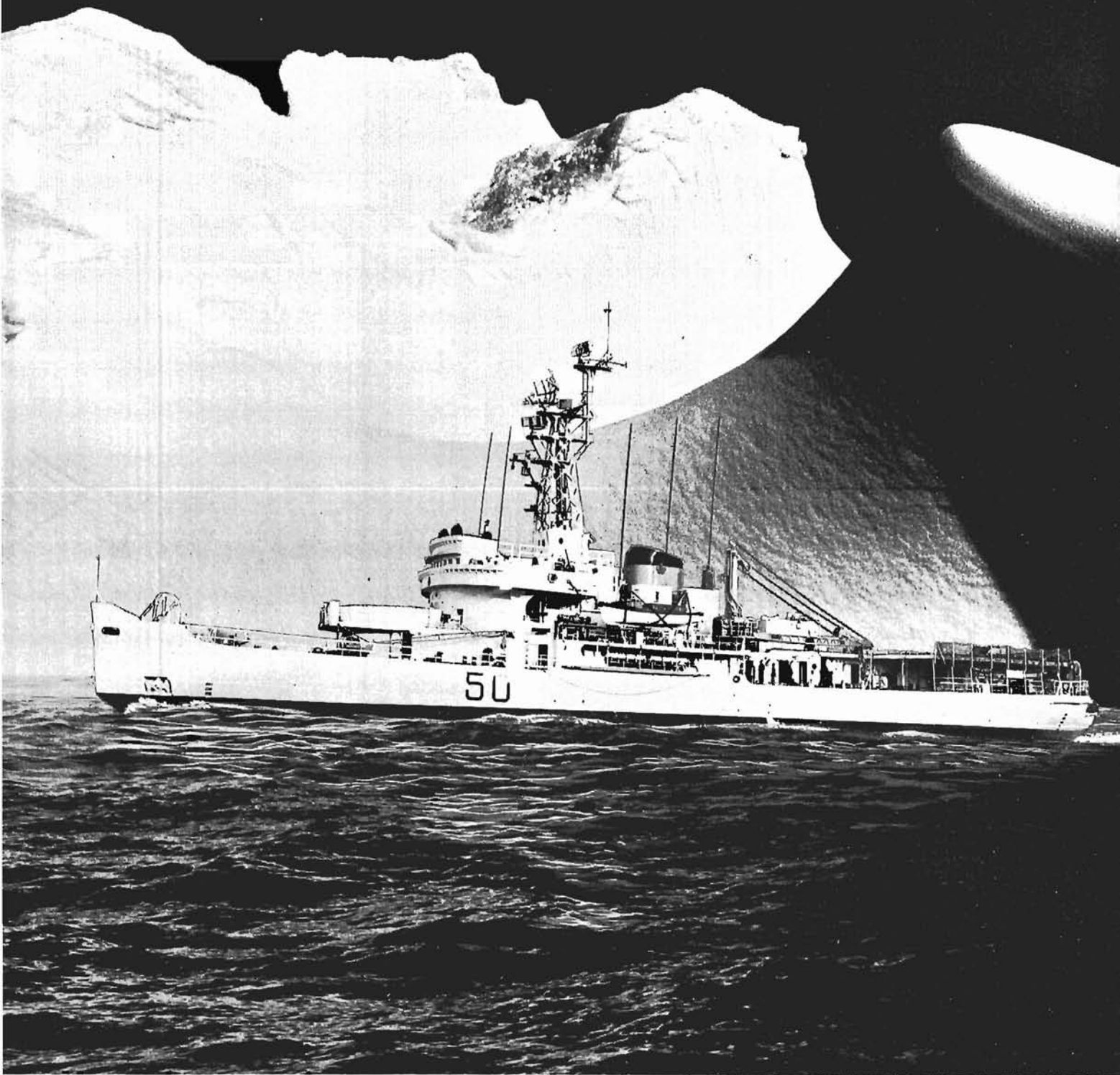


The CROWSNEST





The CROWSNEST

Vol. 6 No. 9

THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY, 1954

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>The Arctic Patrol Vessel</i>	4
<i>A Region of Ice and Mystery</i>	5
<i>Officers and Men</i>	8
<i>Man of the Month</i>	11
<i>Maggie's Ghosts</i>	13
<i>New Boats for the RCN</i>	14
<i>A MAP to Guide You</i>	16
<i>Afloat and Ashore</i>	17
<i>From Madeira to the Kattegat</i>	20
<i>The Hydrogen-Peroxide Submarine</i>	22
<i>Stoking Gone Forever? Ha!</i>	23
<i>The Navy Plays</i>	24
<i>Lower Deck Promotions</i>	27
<i>Naval Lore No. 21</i>	<i>Inside Back Cover</i>

LADIES OF THE MONTH

Training afloat has been stressed to a greater extent than ever before at the Great Lakes Training Centre this summer. The response of men of the RCN(R) to this new departure has been so great that it has been necessary to supplement the facilities of three Bangor coastal escorts by pressing Fairmiles into service for training duties.

HMCS *Kentville*, the last of the three Bangors to join the group, arrived at Hamilton on May 27. The *Digby* and the *Brockville*, both of which arrived early in May, went out to greet her and escort her into harbour.

The picture on the opposite page shows the three ships proceeding through the Burlington Canal into Hamilton harbour, with the *Brockville* leading, followed by the *Kentville* and the *Digby*. Slightly larger than the others, the *Kentville* is powered by steam, the *Digby* and *Brockville* by diesel engines. Thus, the choice of the ships offers reserve personnel experience in both types of propulsion.

Negative numbers of RCN photographs reproduced in *The Crowsnest* are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Photographic Section, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Sizes, finish and the new National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

SUBSCRIPTION RATE

The *Crowsnest* may be subscribed for at the rate of \$1 for 12 issues.

Persons desirous of receiving their own private copies by mail should send their orders, accompanied by cheque or money order made out to the Receiver General of Canada, to:—

THE QUEEN'S PRINTER,
75 St. Patrick Street,
Ottawa, Ont.

Cover photo—There is a certain amount of anticipation in this composite picture of the Royal Canadian Navy's new Arctic patrol vessel against a frigid background. The only ice HMCS *Labrador* has so far experienced has been the frozen water of the Richelieu River while she was under construction* at Sorel, Quebec. The towering iceberg was photographed from a Fairmile, patrolling off St. John's, Newfoundland, during the Second World War.



Associate Defence Minister (now Defence Minister) R. O. Campney officiated on June 8 at the opening of three new buildings at the Naval Armament Depot at Dartmouth. Seated behind him are Rear-Admiral W. B. Creery, Vice-Chief of the Naval Staff; Nova Scotia's Lieutenant-Governor Alistair Fraser; Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, and Ordnance Commodore W. G. Ross, Director General of Naval Ordnance.

Princess Unveils Naval Memorial

Canada and the Royal Canadian Navy were represented at Plymouth at the May 20 unveiling by Her Royal Highness, the Princess Margaret, of a memorial to officers and men of Commonwealth Naval Forces who were lost at sea during the Second World War.

Fifty officers and men from the *Magnificent* formed part of the naval contingent at the ceremony, at which thousands of relatives and friends were present.

Of the more than two thousand Commonwealth sailors commemorated by this memorial, the names of 40 men from Newfoundland, Canada's tenth Province, who served with the Royal Navy during the war, are engraved on the memorial together with names of men from Australia, Canada, South Africa, Pakistan, Ceylon and Colonies of the British Commonwealth. The Plymouth memorial is the last of six such naval memorials in the UK to be unveiled since the war.

Frederick Hudd, official secretary at Canada House and acting Canadian member of the Imperial War Graves Commission, laid a wreath on behalf of Canada. Commodore H. S. Rayner, commanding officer of the *Magnificent*, represented the RCN.

Hon. R. O. Campney Opens Buildings

Three new buildings at the Naval Armament Depot, Dartmouth, were formally opened on June 8 by Hon. R. O. Campney, associate minister of national defence. Valued at nearly \$2 million, the buildings are a gun-mounting shop, torpedo building and a ship-ping and receiving store.

Associate Defence Minister Campney was accompanied by Mrs. Campney and an official party from Ottawa. Following their arrival at *Shearwater* on June 7, Mr. and Mrs. Campney left almost immediately by air for Greenwood, N.S., from where they drove to the Canadian Army Camp at Aldershot, returning to the RCAF station at Greenwood for dinner and then flying back to Halifax that evening.

On Tuesday, June 8, Mr. Campney toured *Stadacona*, HMC Dockyard and the Shannon Park naval married quarters before officiating at the noon ceremony marking the opening of the new NAD buildings. Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, made the introductory address and naval chaplains led in prayer.

A reception and luncheon at the Naval Armament Depot preceded a short tour of the naval air station,

HMCS *Shearwater*, and Mr. Campney's party then left by air for Ottawa.

The official party included Rear-Admiral W. B. Creery, Vice-Chief of the Naval Staff; Captain (SB) J. B. Roper, Works Officer in Chief; Ordnance Commodore W. G. Ross, Director General of Naval Ordnance; L. M. Chesley, assistant deputy minister of National Defence; J. F. Munroe, director of armament supply; G. M. Luther and Erwin Kreutzweiser, of Mr. Campney's staff, and S. R. Balcom and J. Dickey, members of parliament for Halifax.

Avengers Join Reserve Squadron

Something new was added to Canada's air power in June when 920 Squadron's first two Grumman Avengers arrived, at Downsview Airport, near Toronto. The Avenger is currently the main air weapon in the Royal Canadian Navy's anti-submarine and convoy protection armoury.

The arrival of the Avengers marks an important turning point in the career of VC 920—HMCS *York's* Reserve Naval Air Squadron. Since it was formed last year the squadron has concentrated on training its reserve pilots, many of whom had not flown since 1945, in the latest techniques of modern naval flying. Now the squadron will be able to commence training for its main task—anti-submarine warfare.

With this in view, the squadron has recently started recruiting observers (ex-Navy or Air Force navigators) and men to train as observer's mates (radio operators), in order to form and train complete anti-submarine aircrews.

During the coming weeks VC 920 is concentrating on Avenger training in preparation for its two weeks' training

Navy Thanked for Aiding TB Check

The Deputy Minister of Health for British Columbia, Dr. G. F. Amyot, has written to the Flag Officer Pacific Coast to express the thanks of the Health Department for the assistance rendered by the Royal Canadian Navy in carrying out chest X-ray surveys of British Columbians living in remote areas of the province.

During the past year the gate vessel *Porte de la Reine* has been provided three times to transport X-ray equipment and technicians to small settlements along the coast.

"We are again most grateful to the Navy for their assistance in this matter, particularly the crew of this vessel who were most co-operative and seemingly most enthusiastic in doing this type of work for us," the letter said.

period at the RCN's Air Station, *Shearwater*, in September. The training schedule will include all phases of anti-submarine air operations, flying day and night in Avenger aircraft.

Second Sweeper Squadron Formed

The Royal Canadian Navy's Pacific Command embarked on a new phase of peacetime operations in May with the formation at Esquimalt of the Second Canadian Minesweeping Squadron.

The two new Victoria-built coastal minesweepers, HMC Ships *Comox* and *James Bay*, form the nucleus of the new squadron, under the command of Cdr. James V. Steele, in the *Comox*. The *James Bay* is commanded by Lt.-Cdr. G. R. Smith, of Guelph, Ontario.

The ships were commissioned in a ceremony held in the Dockyard, Esquimalt, on May 3, attended by Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast; senior officers of the Command, provincial and civic government dignitaries and officials of the church and industry.

Admiral Returns In U.S. Warship

An American destroyer, USS *Caper-ton*, brought Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, back to Halifax from Newfoundland, where he had conducted an extensive inspection tour of the province's Sea Cadet corps. Admiral Bidwell was accompanied by Lt.-Cdr. F. K. Wilton, Area Sea Cadet Officer.

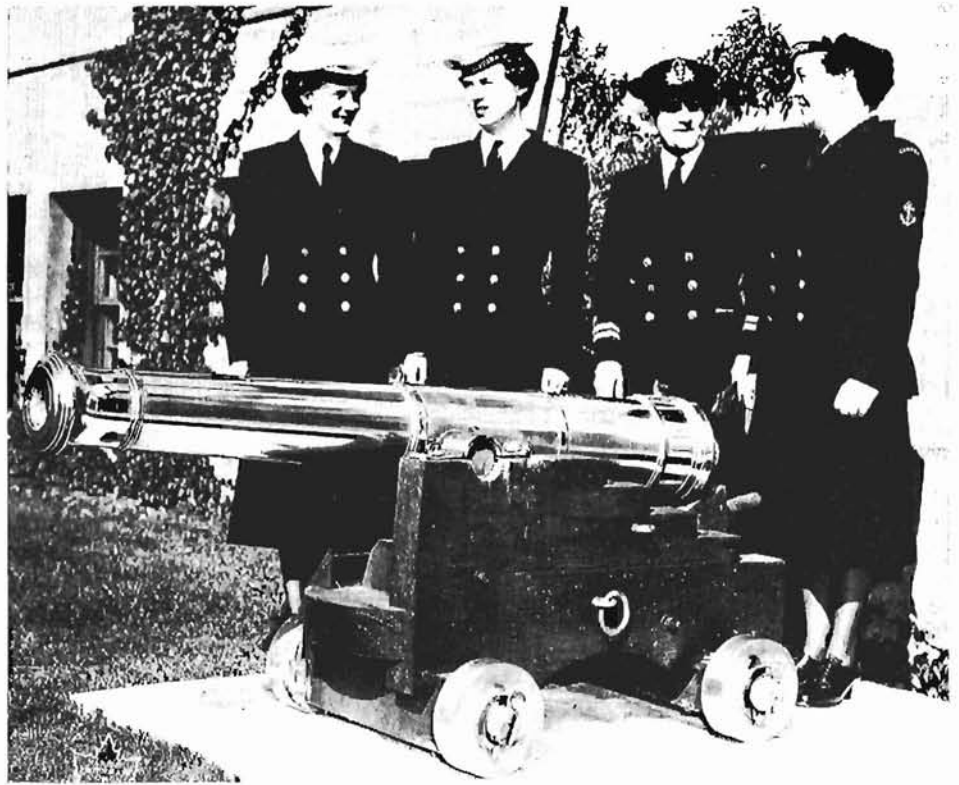
Canada Represented At RNVR Jubilee

Canada was represented by members of the RCN(R) when Her Majesty the Queen reviewed the Royal Naval Volunteer Reserve on the Horse Guards Parade, London, on Saturday, June 12.

The ceremony was in observance of the 50th anniversary of the RNVR. Britain's equivalent of Canada's former "Wavy Navy" was actually founded in 1903, but observance of the golden jubilee was postponed for a year because of the Coronation.

Reviewed by the Queen were more than 2,000 officers, men and women of the RNVR and Commonwealth naval reserve forces. The Commonwealth contingent, to which Canada made the largest single contribution, was commanded by Captain Robert I. Hendy, of Toronto. It included representatives of Australia, New Zealand, South Africa, Malaya, Hong Kong and Sierra Leone.

Two Wren officers and three Wrens made the journey to England via RCAF



When the Royal Naval Volunteer Reserve marked the official observance of its 50th anniversary on June 12 in London, Eng., Canada was represented by a contingent of 29, including five Wrens, from naval divisions across Canada. Before departure for the United Kingdom the party assembled in Halifax for a final "brushing up". Four of the party are seen inspecting a brass six-pounder gun outside the Gunnery School at HMCS Stadacona. Left to right are: Wren Elizabeth Paterson (HMCS Malahat) of Victoria, Wren Christine MacKay (HMCS Chippawa) of Winnipeg, Lieut. (W) Edith Dobson (HMCS Scotian) of Halifax, and Ldg. Wren Nita Smith (HMCS Carleton) of Ottawa. (HS-31123)

airlift. Three officers and 28 men took passage in the *Micmac*, which arrived at Portsmouth on June 9. The contingent was joined in England by seven officers and two Wrens already in the United Kingdom.

The day before the review, a service of commemoration was held in St. Paul's Cathedral.

The Queen, who was accompanied by the Duke of Edinburgh, was greeted at the Horse Guards Parade by a Royal Salute. The Senior RNVR Chaplain conducted a brief service of dedication and remembrance and the Queen and the Duke of Edinburgh then drove around the main parade. Before dispersing, the naval reservists gave three cheers for Her Majesty and marched past.

The members of the Canadian contingent who journeyed to England by sea or air were:

Captain R. I. Hendy, *York*; Lieut. Frederick White, *Carleton*; Lieut. Francis Chambers, *Star*; Sub-Lieut. (W) Esther Pratt, *Tecumseh*; Lieut. (W) Edith Dobson, *Scotian*; Ord. Sea. Edward J. Fitzgerald, *Cabot*; Ord. Sea. Frederick S. Hawkins, *Caribou*; Ldg. Sea. Russell J. Comeau, *Scotian*; PO Floyd D. Mackenzie, *Queen Charlotte*;

Ord. Sea. James M. Flecknell, *Brunswick*; Ord. Sea. Emile J. Cyr, *Montcalm*; AB Kenneth Holden, *Donnacona*; AB James Patterson, *Carleton*; AB Kenneth R. Wilde, *Cataragui*; Ldg. Sea. William B. Lazenby, *York*; PO Peter W. Jankowski, *Star*; AB Barry Martin, *Star*; AB Douglas M. Campbell, *Prevost*; Ldg. Sea. Norman A. Williams, *Hunter*; Ldg. Sea. Kenneth E. Lord, *Chippawa*; AB Douglas K. McHattie, *Queen*; AB George Holdstock, *Unicorn*; AB Frank Mente, *Tecumseh*; Ord. Sea. James Wetterberg, *Nonsuch*; AB Ernest Gawthorpe, *Discovery*; PO Raymond V. Ramsay, *Malahat*; Ord. Sea. Eric G. Brown, *Chatham*; CPO Thomas C. Drombolis, *Griffon*.

Wren Elizabeth Patterson, *Malahat*; Wren Nita Smith, *Carleton*, and Wren Christine MacKay, *Chippawa*.

Lieut. (SB) Stephen Ladigen, *Griffon*, was staff information officer.

The RCN (R) personnel, already in Britain, who joined the contingent were:

Wrens M. E. Downes and T. N. Miller, both of Calgary; Lt.-Cdr. J. H. Fish, Lieut. D. J. Fry, Lieut. J. D. Prentice, Sub-Lt. R. H. Gaunt, Sub-Lt. (E) R. J. A. Arsenault, Sub-Lt. W. G. McDougall, and Sub-Lt. N. Fantacci.



First Ship of the RCN To Probe North's Secrets

A NEW and unusual class of ship joined the Royal Canadian Navy's growing post-war fleet when the Arctic Patrol Vessel, HMCS *Labrador*, commissioned at Marine Industries Ltd., Sorel, Quebec, on July 8.

From her new ship's company and from many visitors who have toured her decks, there is one general refrain: "She's quite a ship!"

The *Labrador's* arrival as a seagoing component marks a new phase in Canadian naval operations—Arctic survey and scientific research—and the *Labrador* is a labyrinth of scientific gadgets and modern navigational and marine engineering gear. She is the most complicated naval vessel completed in Canada to date. She has been designed to carry out a variety of missions in Canada's northern seaways.

Even to the untrained eye, the *Labrador* presents a picture of sturdy power. She has the lines of a boxer—powerful, compact. From her ice-breaker bow to stern she measures 269 feet. Her beam is a little over 63 feet. She has a deep draught of over 29 feet. At sea, with maximum load, she displaces 6,490 tons, making her the largest (in tonnage) naval ship ever built by a Canadian shipyard. Six diesel engines, each developing 1,750 bhp at 750 rpm, provide the power for her

electric propulsion motors. Alone, her engineering statistics would fill reams of paper.

The *Labrador* is built to work in ice, and from waterline to keel, her hull plating is $1\frac{1}{8}$ inches of specially rolled high tensile steel. Along her sides she is fitted with heeling tanks, where tons of water can be pumped from side to side in a matter of minutes, thereby rocking her free of ice. Almost everything in the ship is automatic, needing only the pressing of a button or the pulling of a lever.

She is the first Canadian naval ship to be fitted with the Denny-Brown stabilizer to reduce roll when in heavy seas in open waters. Two fins, protruding from apertures underwater, near the bows, are operated by gyroscopic controls, counteracting the ship's roll

and reducing it to a marked degree. When working close to ice, the fins are retracted into housing in the hull, very much in the manner of an aircraft's landing gear.

Unlike most naval vessels, the *Labrador* can literally be "driven" from the bridge by telegraph-like throttles, which provide direct control to her engines. These throttles are on both wings of her spacious bridge and in the wheelhouse, giving the commanding officer or the officer-of-the-watch the opportunity for instant shiphandling. Even her whistle can be automatically set to sound the prescribed blasts in fog.

The ship's living spaces are of the most modern, functional design. The *Labrador* isn't a luxury yacht. She wasn't built to be one; but her accommodation is far advanced over that of ships built only a few years ago. In keeping with RCN's latest designs in habitability, bunks have replaced hammocks. There is a modern cafeteria where hot meals can be quickly served to large numbers of men, and in the evenings the cafeteria doubles as a theatre for the showing of motion pictures from a modern projection booth. The projection booth also houses the most elaborate SRE equipment ever fitted in a Canadian naval ship. Other amenities for her men who will spend long months in isolated areas are: a well-equipped hobby shop, a barber shop, library, a recreation and reading room and a machine for making ice-cream.

Ice cream in the Arctic? Why not!

But the *Labrador's* prime function is Arctic survey and scientific research, and to this end she ceases to be a ship, almost, and becomes a floating laboratory. Hydrography, oceanography, geodesy, cosmic ray research, meteorology, research in terrestrial magnetism, and ice reconnaissance are the assignments for which she has been built, and her spaces are packed with all the instruments needed for work of that kind.

On her decks, which also serve as the platforms for powerful lifting derricks,

HMCS *Labrador*—Vital Statistics

Classification:	Arctic Patrol Vessel
Builders:	Marine Industries Ltd., Sorel, Quebec
Length overall:	269 feet
Breadth, moulded amidship:	63 feet, 6 inches
Draft (maximum):	29 feet, 1 inch
Displacement (maximum):	6,490 tons
Speed:	16 knots
Complement:	24 officers, 204 men

are stowed her boats, which will assist the hydrographic surveys. A 36-foot aluminum sound boat and two specially constructed motor cutters have been provided. The sound boat is a "ship" in herself, being fitted with gyro compass, radar set, echo-sounding gear, a galley and bunks for a crew of seven. The motor cutters are fitted with echo-sounding gear and special hydrographic plotting facilities. Two aluminum landing craft, similar in design to LCVPs are also carried on deck, and will be used for landing personnel and supplies and general work duties. Modern oceanographic winches are fitted on both port and starboard sides, and abaft the funnel, over her stern, is the *Labrador's* flight deck from which two helicopters will operate.

HMCS *Labrador* is the first warship in the RCN, which is not of carrier design, to have her own Air Squadron.

Below the upper deck no scuttles pierce the *Labrador's* hull. Her living and working spaces are all "inside", and to ensure healthy conditions for the men who work and live in her, she is fitted with ventilation and air-conditioning systems which provide filtered, humidified and, if necessary, heated air, to all necessary compartments.

The ship's company consists of 24 officers and 204 men. In addition, 10 civilian scientists are carried on board, all of them experts in their fields of scientific research and survey. Commanding the entire team is Captain

Owen C. S. Robertson, of Montreal and Victoria.

From the moment one steps aboard the *Labrador's* decks, the most noticeable thing is the enthusiasm of the crew for their ship. No matter whom you talk to, the commanding officer, or the youngest seaman, they think she's pretty terrific. With little or no prompting you will be shown her power plant, or an engineer will explain the function of the Denny-Brown stabilizers. Her navigator will be the first to express the fact that when it comes to Navigation-Direction and things like Action Information Centres and Operations Rooms, the *Labrador* has it all over a cruiser . . . and he should know, for he served in one. The cooks will wax eloquent over the large and modern galley with all the latest gadgets for preparing and cooking meals; the shipwright is proud to show you the carpenter's shop; the engineroom artificer will declare that the *Labrador's* machine shop is second to none as far as ships go. This enthusiasm is infectious, even to the casual visitor.

But in an article of this length it is only possible to present a sketch of the RCN's new Arctic Patrol Vessel. A book could be written about her and, possibly, one day it will. For the *Labrador's* story lies ahead, and this summer, when she points her bows to the seaways of Canada's north, in the *Labrador's* log, and in her Reports of Proceedings, will be the entries for the first chapters.—C.T.

From Davis Strait to the limits of the western archipelago, the sea route equals the TCA mileage from Port Arthur to Vancouver.

The Canadian Arctic, as defined here, is largely composed of islands. The archipelago was recently named the "Queen Elizabeth Islands" by the Canadian Government. There are 20 principal islands in the region with a total land area of a half million square miles. In general, they vary from high, mountainous islands in the east to lower, rolling eroded islands in the west. The largest three, Baffin, Victoria, and Ellesmere, are the area equivalents of the provinces of Saskatchewan, New Brunswick, and Nova Scotia, respectively. Baffin Island is the fourth largest island in the entire world. The total area of the Canadian Arctic is a million square miles, equal to the combined area of Ontario and Quebec. The important point to visualize is that it is, to all intents and purposes, one large land area in the winter months, as a result of the freezing of the intervening sea. The population includes only 3,000 Eskimos and 500 whites. In the winter, the sea ice extends southerly from Davis Strait to the coast of Labrador.

Naturally, the climate of the Arctic is cold. In the centre of the area, the temperature varies from a mean of minus 30° F in January to plus 40° F in July, with an overall yearly average of around seven above. Some might say that the summer temperature is about the same as Vancouver's in winter. Extremes of temperature are somewhere around 60 below in winter and about 50 degrees above zero in summer. The sea temperature at the surface is around 29 degrees F, close to the freezing point of salt water.

The visibility is generally quite good, with the sun remaining above the horizon, 24 hours a day, for months at a time in the summer; and below the horizon for similar periods in the winter. The result is that in the summer navigable months the sun is just as high in the sky at midnight as it is at noon. This, of course, permits long working hours. Conversely, continual winter darkness restricts the extent of outside operations.

The air is so dry and cold in the far north that there is very little precipitation in the form of rain or snow. It is safe to say that far less snow falls in the Canadian Arctic than in Montreal, Toronto, or Halifax.

The earth's North Magnetic Pole is located almost in the centre of the Canadian archipelago. As a result, magnetic lines of force are almost vertical within the area and the magnetic compass is of very little value.

A Million Square Miles of Ice and Mystery

THIS YEAR the Royal Canadian Navy intends to send a brand-new Naval Arctic Patrol Vessel into one of the least known regions on earth, the Canadian Arctic. It is even difficult to define what constitutes the limits of the area.

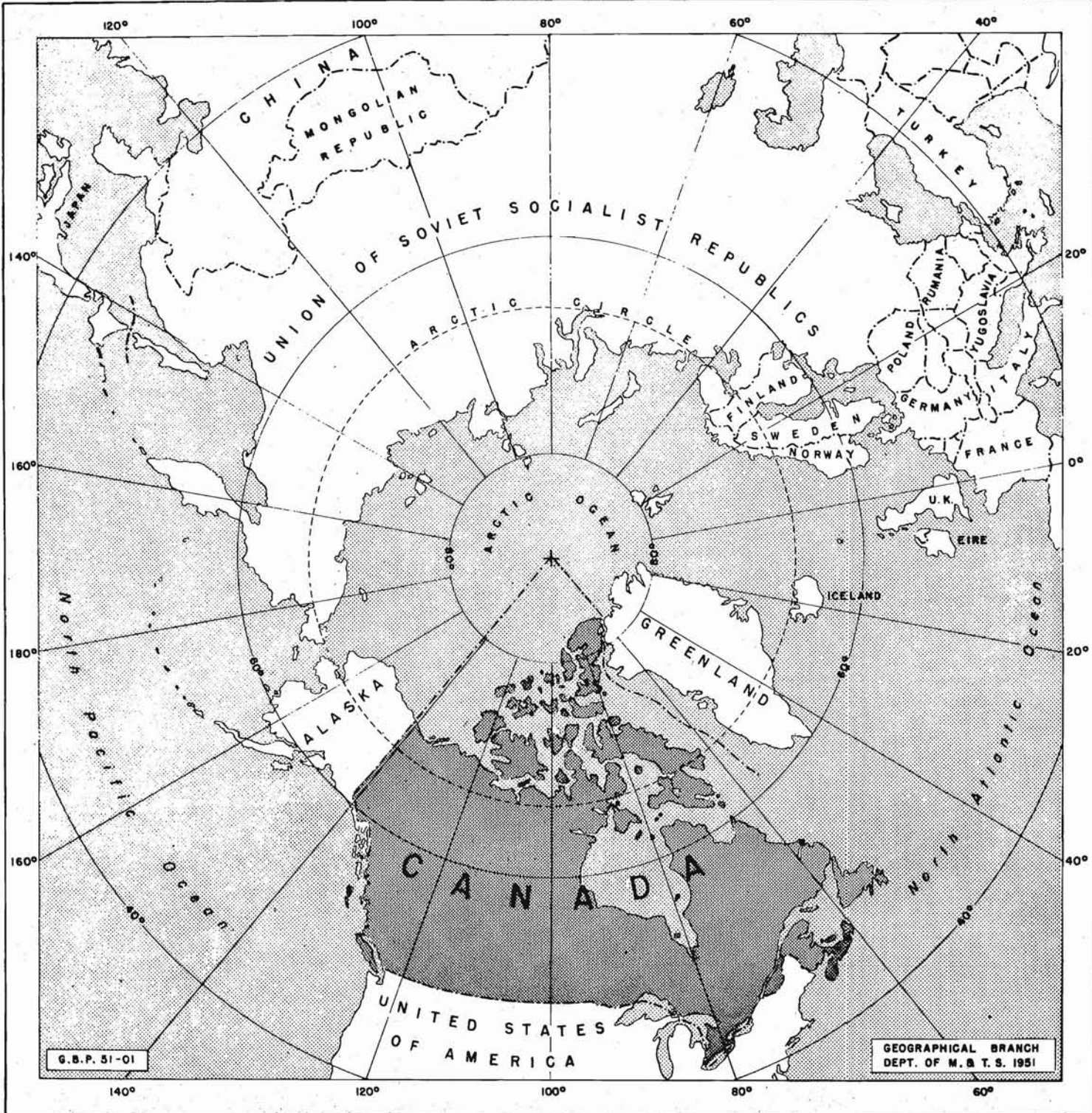
There are many definitions, each based on a different approach, such as the presence of permafrost and wind-chill, the length of the growing season, the Arctic Circle, the limits of sea ice, etc. A good naval one is "that area where the sea freezes over or where sea navigation is partially or completely impeded by ice".

Characteristics of all the definitions are long cold winters with short cool summers, long periods of either complete daylight or complete darkness and freezing of water areas, including the sea. For this article, the Canadian

Arctic will be assumed to be that area occupied by Canada to the north of the Arctic Circle and to the west of Davis Strait. This region satisfies all the definitions including the naval one about ice-impeded sea.

What kind of place is this, our Canadian Arctic?

From Halifax north to the Arctic Circle in Davis Strait is over 1,400 miles. This is equal to the airline distance from Montreal to Winnipeg and is twice the distance north of Halifax that Bermuda is south of Halifax. From the Arctic Circle in Davis Strait north to the farthest limit of Ellesmere Island (450 miles from the North Pole) approximates the airline mileage from Winnipeg to the Rocky Mountains. The north end of Ellesmere Island is therefore as far north of Halifax as the Rocky Mountains are west of Montreal.



Asia and Europe lie just over the roof of the world from Canada's Arctic islands. This map shows at a glance the strategic importance of the ice-bound area in which HMCS Labrador will carry out her explorations.

Ice is the distinctive feature of the North. Permanent glacial icecaps are found on Ellesmere, Devon and Baffin Islands. Icebergs spawn in the Greenland-Ellesmere Island regions and, with sea ice, drift down the east coast of Baffin Island with the Labrador current. Some reach as far as Newfoundland and the Grand Banks before dissipating.

As mentioned before, when winter sets in the whole Arctic Sea area freezes, with the islands and the continental land mass forming one large area. In one winter, the sea freezes to a depth of five or six feet; but over a

period of several years, Arctic Sea ice may reach thicknesses of 20 feet or more, with hardness approaching that of iron.

Icebergs are an extreme danger to ships. When newly spawned, they are enormous and some contain many millions of tons of ice. An average young iceberg probably weighs around a million tons. Compared to a ship, this tremendous weight is overwhelming and the smallest piece breaking off is a serious menace. A cube of ice showing 30 feet each way above water would, with the unseen eight-ninths of its

volume, approximately equal the weight (6,000 tons) of the *Labrador*. One iceberg sighted in 1948 near Craig Harbour, Ellesmere Island, is estimated to have weighed about 30 million tons. The thought of even an average million-ton berg surfacing underneath a ship or falling onto a ship is offered as a suitable subject for a "horror comic".

Why is the RCN sending the *Labrador* to the Arctic? Primarily, it is to obtain information about the area, in order to add to the sparse knowledge at present held. To obtain this information, the *Labrador* has been designed,

equipped, and manned. The major aim will be hydrography, the construction of navigation charts. At the same time, all other data possible will be obtained.

From the earliest days, until the coming of the airplane, the exploration of the Arctic has been almost entirely the work of naval and other sea-going personnel. Ever since the beginning of recorded history, travel in the Arctic has been largely conducted from ships, with sled journeys from the ships in the winter. In the early 19th century, the Royal Navy made extensive expeditions to the region in search of a northwest passage to the Orient. Many brave sailors journeyed to the northern wilderness by ships, spending the dark winter months exploring from dog sleds. Almost all the mapping of the Arctic was, until the last few years, the result of these old-time voyages. The major British effort ceased in the 1850s after many naval groups searched for years for the lost Sir John Franklin expedition. Since then both Canada and the United States have taken a more active interest in northern exploration.

One of the 21 unsuccessful searches for Sir John Franklin was the Belcher Expedition under Captain Sir Edward Belcher, which sailed from England in 1851. The supply ship which accompanied the four warships of the expedition was HMS *North Star*, which has given her name to North Star Bay, near the U.S. air base, Thule, in northern Greenland.

The captain of the *North Star* was Cdr. (later Vice-Admiral) W. J. S. Pullen, born in 1813, and the second in command was his brother, T. C. Pullen, Master, born in 1815. They were great-uncles of Rear-Admiral H. F. Pullen,

Chief of Naval Personnel, and Cdr. Thomas C. Pullen, recent commanding officer of HMCS *Huron*. The grandfather of the Canadian naval officers was a younger brother of the *North Star* officers, Hugh Francis Pullen, Paymaster, born in 1825.

In the fall of the year 1817, the good ship HMS *Resolute* became beset in the ice near Melville Island, in the central archipelago area. The captain, Lieutenant Parry, and the crew marched over to the ice to Resolute Bay, Cornwallis Island, from where they eventually sailed for England. A couple of years later, a Boston whaler, operating near the Arctic Circle in Davis Strait, came upon the *Resolute*, fully rigged and drifting south along the coast of Baffin Island with the ice. After being returned to Boston and refitted, the ship was graciously returned to the British authorities by the United States government. On her own, avoiding reefs and islands, the *Resolute* had been safely carried over a thousand miles by the ice, before being picked up by the whaler.

It isn't visualized that the RCN will employ the frozen-in method of exploration; but rather, by using the *Labrador*, a specially-designed and equipped ship with icebreaking qualities, information will be obtained during the limits of the ice navigation season. The *Labrador* has icebreaking qualities which allow her to reach most of the area each year. Compared to the old-time vessels, with their sail, she is a much more efficient instrument for Arctic exploration.

Various wild animals are met in the Arctic, including polar bears, seals,

muskoxen, wolves, whales, and Arctic hares. The likelihood is that most of them have never seen human beings.

On one occasion, a group of scientific personnel were surprised by the intrusion of a large, inquisitive polar bear into their camp area ashore. One of them, an appeaser by nature, decided that the thing to do was to extend the hand of friendship to the beast. And in the hand, for sweetening, he included a candy bar. Fortunately, before the bear could start working up to the shoulder, another gentleman placed a few shots near the interventionist and he quickly sped away.

Strategically, the Canadian Arctic is important for several reasons. It is on the route of the shortest air distances between Central North America and Central Asia and between western North America and Europe. It is a physical part of Canada and is a doorway to the rest of North America. And being truly virgin territory, no one yet knows what economic secrets, such as minerals or oils, have yet to be uncovered.

All in all, the Canadian Arctic is a most interesting part of the world. It is one of the last frontiers yet to be fully explored by man. That it is part of Canada and is therefore a challenge to Canadians is a point well worth keeping in mind. It is the *Labrador's* honour to be able to represent the Royal Canadian Navy in this mission to the North.—J.H.M.

Helicopter Good Whale Observer

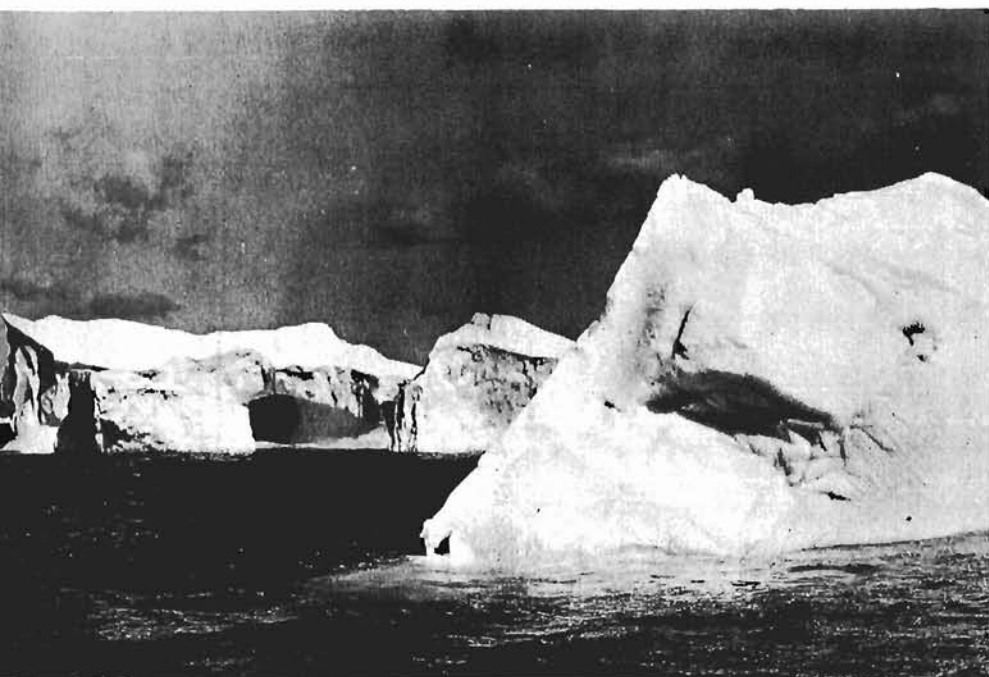
When Lt.-Cdr. D. B. Cobley, commander of the Helicopter Flight Section in HMCS *Shearwater*, tells a fish story he goes to great lengths. Instead of measuring his fish in pounds, he measures them in yards, and they aren't just fish, they are whales.

However, Lt.-Cdr. Cobley had a witness, Lieut. W. A. Keindel, his passenger, who also saw the whale. When they sighted him from 1,000 feet up, the whale, measuring about 25 feet in length, was cavorting gaily in the channel between St. Georges and McNab's Island right in Halifax harbour. They descended to 30 feet, and were able to distinguish the flukes and white belly with clarity. The playful mammal dived and surfaced erratically for the minutes they observed it.

Lt.-Cdr. Cobley has seen whales before in a tour of duty he did with the U.S. Navy in the spring of 1953. He was with the icebreaker USS *Edisto*, employed in hydrographic, geological and geophysical survey work in Arctic waters. In his flights from the deck of the ship, he saw whales from time to time, but in spite of his familiarity with them, he still cannot identify them as separate species.

"They're just whales to me," he said.

By the time an iceberg has drifted from Ellesmere Land or Greenland to the Grand Banks, the sea has sculptured the ice with grottoes, tunnels and other fanciful devices. (Z-347)



OFFICERS AND MEN

\$200 Cheque for Catapult Device

Inventiveness has paid off for PO Richard N. Papi, who was presented with cheque for \$200 and a letter of thanks signed by the Deputy Minister of National Defence before the ship's company of HMCS *Magnificent* at ceremonial divisions on February 5, 1954.

The presentation was in recognition of his meritorious suggestions for a bridle-catching device on aircraft catapults. PO Papi was also presented with the Canadian Forces Decoration at the same time.

He constructed a device which was tested in the *Magnificent* and was successful in reducing to a negligible number the loss of bridles (wire straps) which are used to launch the aircraft.

The Inter-Service Committee on Inventions considered the invention and recommended an award of \$200.

The Naval Board directed that PO Papi be thanked, on its behalf, for his suggestion and for his interest in the efficiency of the Royal Canadian Navy.

Here is the "graduation" photograph of Petty Officers' Leadership Course No. 15, which began in Cornwallis on March 15 and completed on April 26. Front row (left to right): Petty Officers Kendrick Bowness, Robert Manzer and William Fluskey, course petty officer; Instructor Lieut. J. C. Hawes, course officer, and Petty Officers Thomas Hudson and Joseph Bourassa; second row: Petty Officers Lawrence Quinn, Jean-Paul Forget; David Nairn, Glen Doncaster, Thomas Slaven and Robert Goddard; back row: Petty Officers Ernest McKernan, Ronald Yeats, Oliver Kenyon, Albert Diamond, Alexander Orrick and William Gemmell. (DB-4039)



PO Papi, now at *Stadacona*, was a member of the catapult crew when he was serving on board the "Maggie". He joined the RCNVR as a Stoker 2nd Class in 1940 and entered the RCN in 1946, after having spent seven months on "civvy street". He served in the *Iroquois*, *La Hullose* and *Haida* before joining the *Magnificent* in July 1950. He came ashore in January.

RCN Officer Flies Grumman S2F

A Royal Canadian Navy flyer, attached to the U.S. Atlantic Fleet Air Anti-Submarine Squadron 26, has rolled up an enviable total of hours at the controls of the new Grumman S2F anti-submarine aircraft, chosen as the successor to the RCN's Avengers.

Lieut. (P) Robin L. Hughes, of Kingston and Victoria, is one of a group of about nine naval pilots (the rest are all USN) with more air time in the S2F than any other group of flyers with the possible exception of the Grumman civilian test pilots. Lieut. Hughes has

achieved this flight record while also carrying out the duties of the squadron's anti-submarine warfare officer.

Lieut. Hughes' flying career began when he joined the RCAF as an AC2 in July 1943. He transferred to the RNVR two years later and shortly thereafter to the RCN (R) and has been flying for the RCN ever since, with the exception of a year and a half on school relations duties. He was appointed to HMCS *Niagara* on exchange duty with the USN in September 1953.

The Grumman S2F which he has been flying combines in one twin-engine aircraft the capabilities of both hunter and killer, whereas with the Avengers a specially-modified aircraft known as the "guppy" carries radar equipment and serves as the hunter in submarine searches.

Employment of the S2F will reduce the number of men assigned to a single hunter-killer operation. Two Avengers required three men in each plane, while the S2F carries a crew of four, a pilot, co-pilot and two crewmen.

The radome, enclosing the radar equipment, corresponding to the guppy on the Avenger, is retractable on the S2F, the bomb bay is off to one side and the wings fold across the back in an unusual twisted position. The plane retracts her main landing gear into the engine nacelles, which also provide space for the stowage of sonobuoys. The snub-nosed aircraft is also equipped with a nose wheel and a retractable tail wheel to make sure it doesn't drag its stern.

Tropics to Thaw Sub-Arctic Sailor

Ask any sailor at one of the frigid far northern radio stations what he'd like to do and he'll answer: "Lie on a beach somewhere with the sun blazing down, eating bananas and drinking from a long, frosty glass." One man whose dream will shortly come true is AB John Beardsley, of Churchill Naval Radio Station, who is spending his leave this year, as most other years, in the tropics.

AB Beardsley comes by this idyllic existence legally, for while he was still too young to know that bananas grow on trees his family moved from the United States to Panama, Guatemala and finally to La Ceiba, Honduras,

where Mr. Beardsley Senior manages a banana plantation for Standard Fruit Company. Since then, Honduras has been home to John, who freely admits that Churchill weather doesn't quite meet his idea of what weather ought to be.

He went to school in Canada, and from there did a stint in the merchant service. From the merchant service to the Navy was a short step, and by way of a communications course he ultimately arrived in Churchill, where coconuts are as scarce as snowballs in—Honduras. Every year the exigencies of the service permit, however, he heads south, followed by the wistful wishes of his snowbound shipmates.

What is he going to do when he gets home?

"Lie on a beach somewhere, with the sun blazing down, eating bananas and drinking from a long, frosty glass."



"Princess Cornwallis", representing HMCS Cornwallis at the Annapolis Apple Blossom Festival this year, was Ord. Wren Jessie G. Miller, of Asbestos, Que., who is serving at the Cornwallis message centre. The training establishment was also represented by guard, band and floats. (DB-4208)

Ex-Naval Officer Given New Post

John R. Longard of Halifax has been appointed to the newly-created position of Command Scientific Officer to the Flag Officer Atlantic Coast.

Mr. Longard, born at Halifax, September 1, 1910, graduated from Dalhousie University there in 1932 with a Bachelor of Science degree and two years later attained his Master of Science degree.

He taught physics at the former Bloomfield High School from 1935 to 1940 in which year he joined the Royal Canadian Naval Volunteer Reserve as a Special Branch officer and was in charge of the Degaussing Office at Halifax during 1942 and 1943.

From 1943 to 1947, he held the post of Research Administration Officer in HMC Naval Research Establishment and, in September, 1947, was placed on the retired list with the rank of Lieutenant-Commander (L), RCN(R).

Following demobilization, Mr. Longard continued with the newly-organized Naval Research Establishment of the Defence Research Board as a research scientist, carrying out research in underwater physics and specializing in oceanography as applied to under-sea warfare. From August, 1952, until August, 1953, he was Acting Leader, Underwater Physics Group.

Prior to his present appointment, he was appointed Ship's Program Officer in charge of NRE's sea-going activities.

Divers Recover Drowned Truckers

Three Royal Canadian Navy divers from Esquimalt recently found the bodies of two men in the cab of a truck submerged in Mara Lake, three miles south of Sicamous, B.C.

The frogmen, Cd. Ord. Officer Samuel Sellars, Ldg. Sea. George Dalton and AB John Thompson, raised the truck from 60 feet of water and towed it across the lake to a beach. The body of a dog also was found in the cab.

John Rissonen, owner of the truck, August Pehkonen and Paddy Haines, all of Sicamous, were the missing men.

The truck was sighted at the surface but it rolled off a ledge into deep water when RCMP attempted to haul it ashore.

Penetang Host To Dietitians

The first mission assigned to HMCS Penetang on her arrival at Halifax following her commissioning at Lauzon, Que., was a conducted tour of the ship for more than 100 delegates to the

Thieves, Cop, Stork Liven Officer's Day

The life of a school relations officer has its trying moments, and new depths of woe were reached when one of them was clapped in irons.

Lt.-Cdr. Peter Ross, School Relations Officer for South Western Ontario, little knew the sorrow that lurked in Ottawa one sunny Friday in May. He had parked his car outside naval headquarters and was conferring inside about his special school duties when two high-school-aged youths broke into and made off with his car.

The theft was reported to the local constabulary and in the early hours of the following morning the Ross car was recovered and the youths were locked up after a 200-mile joy ride.

The pay-off occurred the following day en route to Montreal. At a point some 40 miles east of Ottawa an Ontario provincial police patrol car forced Lt.-Cdr. Ross over to the side of the road and an OPP constable ordered him, at gun point, to get out of his car with his hands in the air. Ottawa police had forgotten to call off the hunt.

While Lt.-Cdr. Ross stood manacled, the constable reported his catch over the patrol car radio. Meanwhile passers-by and roadside residents gaped at the glittering gold braid locked in the chains of the law.

The constable was unimpressed by a stack of documents on the person of Lt.-Cdr. Ross and "it seemed to take him hours to be convinced by his own office that the arrest was in error".

However, everything was straightened out and Lt.-Cdr. Ross arrived in Montreal in time to escort his wife to the maternity ward where he became the father of a bonny baby girl.

Blessed event and all, something still ranks deep within one-time Ordinary Seaman Ross. That's the parting words of the policeman as he unlocked the handcuffs:

"You know, I was in the Navy myself during the war."

Canadian Dietetics Association convention on June 9.

The dietitians were taken on a short cruise of Halifax Harbour and approaches.

DSC Presented To Cdr. Lantier

Cdr. Dunn Lantier, of Quebec City and Montreal, was the only naval representative among a group of 26 Armed Forces personnel decorated for service in the Far East at a colourful investiture held June 8 at Government House, Ottawa.

Receiving the Distinguished Service Cross from Governor General Vincent Massey, Cdr. Lantier was cited for "outstanding leadership and daring . . . in command of the destroyer HMCS Haida". The Haida was credited with the destruction of three enemy trains by gunfire.

The investiture was unique in one respect—it marked the first time that such a Government House ceremony came under the eye of a television camera. A large portion of the event was covered by a mobile television unit of the CBC.

Cdr. Lantier is now commanding officer of HMCS D'Iberville, the RCN's basic training establishment at Quebec City.

Supply CPOs Complete Course

Seven senior men of the Supply Branch have successfully passed the first course aimed at qualifying them for advancement to Trade Group IV. They received certificates from Commander R. C. Chenoweth, Training Commander, Naden, at a ceremony held May 10.

The men were Chief Petty Officers Ernest Johnson, Victoria; Gerald Spark, Victoria; Syd Manning, London, Ontario; Ronald Vincent, Halifax; Philip Moran, Victoria; Rosaire Beaulieu, Isle-Verte, Que., and Hector Cooper, Halifax and Kelsey, Alta.

The course, of nine weeks duration, concentrated on instruction in all phases of supply work pertaining to stores. Some instruction also was given in organization and management, accounting and other general subjects.

Held at HMC Supply School, Esquimalt, the course qualifies senior men for advancement to Trade Group IV.



The first qualifying class of quartermaster instructors is shown at the ND School at Stadacona after completion of the course. Front row, (left to right): CPO Lynton Bungay; Cdr. H. W. A. Moxley, officer in charge of the School; Lt.-Cdr. (promoted since photo taken) Trevor Jones, Instructor, and CPO Elwood Chubb. Rear row: Chief Petty Officers Jack Lawrence, Trevor Lovekin, Albert Prosser, Morton Keeler and George Southern. Absent from picture, CPO Thomas Carter. (HS-30375)

Successful candidates also are considered qualified professionally for promotion to commissioned rank should they be recommended at some future date.

It is planned to hold a similar course each year.

Minister Present At Graduation

Defence Minister Brooke Claxton attended the annual Graduation Exercises at the Canadian Services College, Royal Roads, on April 30.

Following his inspection of the cadets on parade, Mr. Claxton took the salute in the march past, addressed the cadets and presented prizes for scholastic and athletic achievement.

Mr. Claxton was accompanied on the saluting base by Col. C. B. Ware, commandant of the college. Among the guests were Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, and Rear-Admiral H. F. Pullen, Chief of Naval Personnel, Ottawa.

Prize winners were Cadet Flight Leader D. H. Hook, Governor-General's Silver Medal; Cadet D. Larmarre, Governor-General's Bronze Medal; Cadet M. C. Johnson, Lieutenant-Governor of Quebec Medal (for proficiency in French); Cadet Wing Commander P. D. Manson, A. E. Sellers Telescope; Cadet Squadron Leader N. S. Freeman, Commandant's Cup; Cadet R. S. Binnie, Director of Studies Cup.

Sailor's Wife Winner of Car

Mrs. A. M. Nault, wife of Ldg. Sea. A. M. Nault, Naden, won a 1954 automobile, offered as the grand prize at the annual B.C. Products Fair in Victoria.



The A. E. Sellers Telescope, awarded annually to the cadet of the senior year adjudged most proficient in carrying out the duties of Cadet Wing Commander, was presented to Cadet Wing Commander P. D. Manson, of Deep River, Ontario, by Defence Minister Brooke Claxton. Mr. Claxton was present at the graduation exercises held April 30 at the Canadian Services College, Royal Roads. (E-27091)

The Man at the Wheel

*Simple Ribbon Recalls
Fierce Duel with
U-Boat*

THE RIBBON is white with a narrow blue band at each end—not particularly colourful, but the only one of its kind in the RCN today.

This simple ribbon is that of the Conspicuous Gallantry Medal, the highest award made to a man in the service of the Royal Canadian Navy during the Second World War.

Only two CGMs were won by Canadian sailors. One went to AB Michael Kerwin, of Billings Bridge, Ottawa suburb, who, blinded and wounded by splinters, fought his way into a blazing gun shield on board HMCS *Haida* to drag out an injured member of the gun crew.

The other went to a man who is still serving in the RCN.

The end was near for U-210 when this picture was snapped from the decks of the *Assiniboine*. A moment later the Canadian destroyer rammed her, sheered off and rammed her again, dropped depth charges that blew her out of the water and then finished her off with gunfire.

He is Chief Petty Officer Max Bernays, the Chief Boatswain's Mate, or buffer, in HMCS *Cayuga* during her current tour of duty in the Far East.

CPO Bernays, the Vancouver-born son of a sailor and father of another, has been going to sea for 26 years and has been associated with the Navy for 24 of them. During the Second World War he spent little more than six months ashore, and those were when he went ashore for courses.

The Navy wasn't the first choice of young Max Bernays, although his father had served in the Royal Navy during the First World War. He had served for a year in the Canadian Government Merchant Marine before he joined the Royal Canadian Naval Reserve at

Esquimalt in 1930, where he did his first stint of annual training. Thereafter, sailing out of East Coast ports to Europe and the West Indies, he took his annual training at *Stadacona*. Two days before Canada declared war on Germany he was on active service.

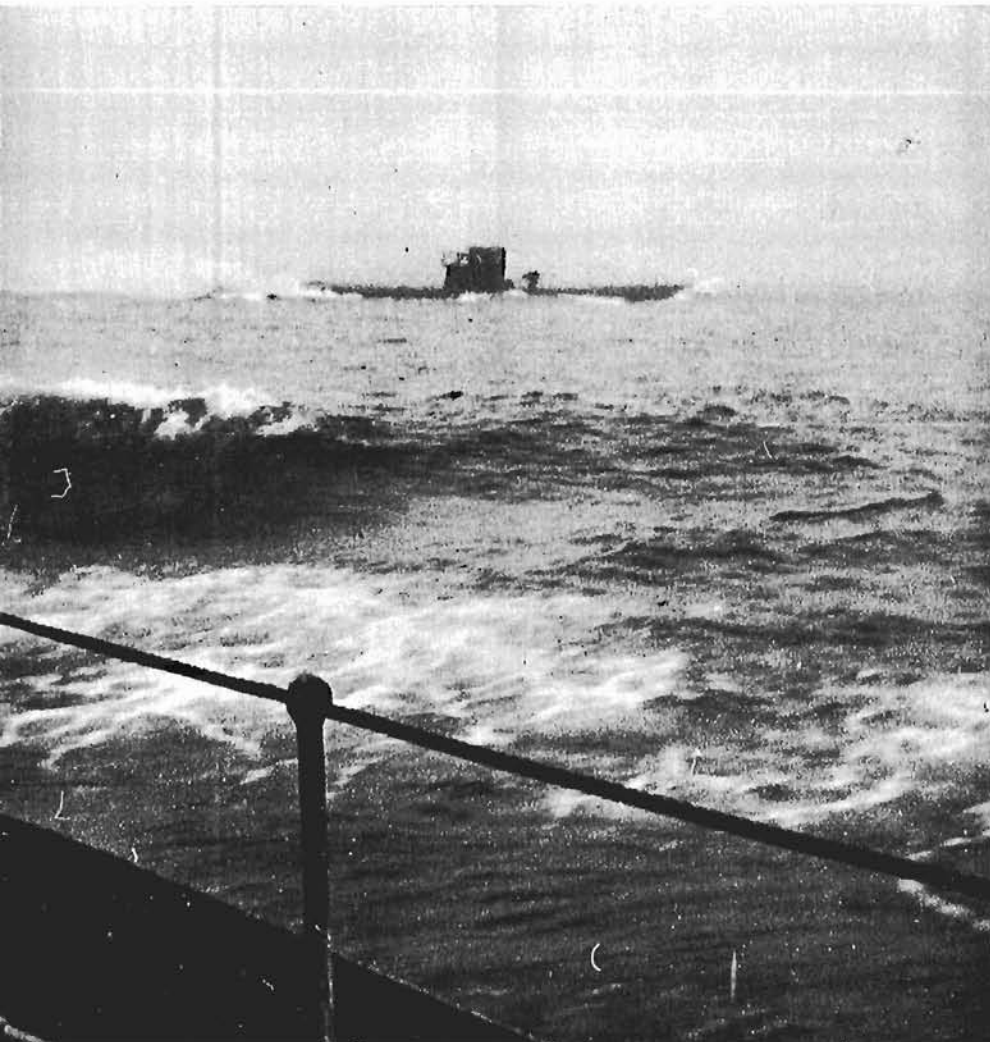
The ships he served in during the early part of the war were small ones, so small that their names (*Ulna*, *Citadelle*, *French*, *André Dupré* and *Reindeer*) have been quite or almost forgotten. Their work was unexciting, patrolling or providing local escorts for convoys, and carried little forewarning of the toe-to-toe slugging match between destroyer and U-boat in which he was to play a key role two years later. If he could have foreseen the future, the chances are that Max Bernays, a quiet, mild-mannered man, would neither have relished the prospect nor shrunk from it.

His first "big" ship was the corvette *Matapedia*, which he joined in June 1941 and in which he served on convoy duty between St. John's Nfld., and Iceland. As torpedo coxswain in the ship, he held the rank of Acting Chief Petty Officer. "Torpedo coxswain"—for those not familiar with the term—was a wartime expedient to meet the shortage of senior hands in the expanding navy. They received special training for coxswain duties and the youth of the men selected was often in sharp contrast to the seniority of the position.

In March 1942, CPO Bernays was drafted to the River class destroyer *Assiniboine*, known affectionately by her crew as "Old Bones". She was a ship already endowed with a high tradition. One of her most famous exploits had been assisting in the capture of the German merchant vessel *Hannover* in the Caribbean. The captain of the *Assiniboine* at the time CPO Bernays joined was Lt.-Cdr. John H. Stubbs, who was to die in the waters of the English Channel when his ship, the *Athabaskan*, was sunk in action.

Before the year was out CPO Bernays had been cited "For valour and dauntless devotion to duty" and the *Assiniboine* had added another to the growing list of U-boat kills.

The story of the *Assiniboine's* surface duel with a U-boat on August 6, 1942,



is told in Joseph Schull's "The Far Distant Ships".

"She (the *Assiniboine*) was with a convoy some four hundred miles off Newfoundland when, late in the afternoon, a besetting fog lifted momentarily to reveal a U-boat six miles away. The destroyer chased for nearly an hour, holding the quarry in radar contact and occasionally catching a glimpse of him as he wove in and out among the fog patches.

"The range began to narrow; and it became evident that the German intended to fight it out on the surface. As the *Assiniboine* bore down on him she was met by a hail of incendiary bullets. Then the U-boat ran straight in, making for the charmed circle where the destroyer's guns would not bear and she would be unable to ram. The *Assiniboine* swung to counter the manoeuvre, the German countered again, and for 35 minutes the two craft ran weaving and dodging together, blasting each other at point-blank range with all available weapons.

"Beneath the destroyer's bridge on the starboard side incendiary shells from the German's 40-millimetre cannon set fire to petrol drums stored outside the wheelhouse. A party led by Lieut. (now Captain) R. L. Hennessy immediately went to work amid the rattling spatter of gunfire to subdue the blaze. Inside the wheelhouse the *Assiniboine's* coxswain, CPO Max L. Bernays, saw the flames mounting above his starboard window and ordered his helmsman and telegraphman outside to assist. Then locking himself in the wheelhouse, with the full knowledge that he would not come out alive if the fire was not subdued, and with incendiary shells spattering the bulkheads about him and throwing splinters in his face, he proceeded to carry out faultlessly the 141 helm and engine room orders which were necessary during the wild chase.

"The cool determination shown in the wheelhouse and on the blazing starboard side was inspired from the bridge above. With gunfire riddling the woodwork about him as he stood fully exposed on the *Assiniboine's* open bridge, Lt.-Cdr. John H. Stubbs watched the German captain in his conning tower bending down to pass wheel orders, and held the *Assiniboine* grimly alongside the weaving U-boat. The range was so short that main armament could not be brought to bear on the target, but the small-calibre weapons of the Canadians were sweeping the German's decks and gashing the hull. Every rifle, machine gun and pistol on board the ship was in action. 'We threw everything at him



Twelve years after the *Assiniboine's* U-boat battle, CPO Max Bernays is still serving at sea: He is shown here (rear row, left) with Hong Kong Susie and her side party, who had taken over house-keeping duties in the *Cayuga* during a visit to Hong Kong. Susie is second from the left in the centre row. Lt.-Cdr. Donald C. Rutherford, executive officer, and PO Malcolm M. Longmuir are the other naval personnel in the picture.

but the potato masher,' was a later comment. The *Assiniboine* was taking her own punishment in return. As the blaze on the starboard side came under control, other fires began to break out about the ship. Several men were wounded and Ord. Sea. Kenneth Watson, the youngest lad on board, was killed as he crossed over the open deck with a shell in his arms.

"For an instant the destroyer's 4.7 gun came fully to bear on the U-boat's conning tower and a shell hit dead on, killing the German commanding officer. Some of the Nazi crew were endeavouring to make their way forward to the main gun, but they were literally blasted from the deck by the *Assiniboine's* machine-gun fire. Three or four times the swerving U-boat had avoided the destroyer's attempts to ram. Now, attempting a crash-dive, she held on a steady course for a few seconds; and in that time, as the U-boat was actually tilting forward and down, the *Assiniboine's* bow crashed into her just abaft the conning tower. It was a glancing blow that sent the destroyer swerving away. As she turned back to ram again, the submarine's bow lifted from the water and her stern began to settle. She was heavily damaged but still making about ten knots and still firing. The *Assiniboine* rammed again, and as she passed heaved over a pattern of shallow-set depth charges which bounced the German clear of the water. A shell from one of the destroyer's after guns administered the *coup de grâce*, and the U-boat sank by the head within two minutes. The British corvette, *Dianthus*, which was to get a submarine her-

self two days later, appeared on the scene just in time for her company to join in a 'yell which must have frightened U-boats for about ten miles in the vicinity'."

That is the story of how CPO Bernays won the CGM and a citation that recounted his deeds and ended with the words: "His conduct throughout the action added another incident of the utmost bravery to the annals of the Royal Canadian Navy."

He served in the *Assiniboine* almost to the end of the war. After Germany's surrender his only sea appointment before Japan had also surrendered was a month on board the Bangor minesweeper *Outarde*. He served in the interim force for two years at *Discovery*, the Vancouver naval division, and was discharged on July 31, 1947.

The next day he was back in uniform again, this time as an AB in the regular force and shortly thereafter was on board the cruiser *Ontario* for two more years of sea duty. He was a chief petty officer again by the time he was drafted to HMCS *Griffon*, the Port Arthur naval division, where he spent two years recruiting young men for the RCN. Two of his recruits, Able Seaman Sherman E. Murray and Paul E. Morrison, are on board the *Cayuga* with him.

He joined the *Cayuga* in February 1953 as her chief boatswain's mate and has been with her ever since. He has given no thought to retirement, although he has a 19-year-old son carrying on the family tradition: AB Max D. Bernays is now taking a gunnery course at *Naden*.

Maggie's Ghosts

If you can't shoot the enemy, scare him to death.

The sound logic of this advice was proved on board HMCS *Magnificent* during last year's Exercise Mariner.

The "*Maggie*", screened by four USN destroyers, was providing air cover for adjacent forces and was about 60 miles east of Sable Island. It was after dark and all the carrier's aircraft had been lashed down for the night, since her duties were centred on anti-submarine patrols by her Avenger aircraft.

One of the Radar Plotters in the Aircraft Direction Room was finding the evening dull until a faint chattering from a radio receiver on one of the wave lengths not in use at the time began to seep into his consciousness. He found the conversation interesting and called over the two direction officers who were on watch.

The officers monitored the channel for a few minutes. In that time they gathered quite a bit of information from the voices on the air, which appeared to be quite confident that no one would bother tuning in on that particular band.

The two stations, it soon appeared, were actually two long-range patrol bombers, USN Neptunes, attached to the "Orange" (or enemy) forces. They were rendezvousing over Sable Island and one, just newly arrived, was trying to collect all the information he could before the other left patrol and departed for his base at Quonset. The "*Maggie's*" direction officers soon assembled a fair picture of how much the Neptunes knew and how much they didn't in the area.

Low-lying Sable Island was beyond radar range at the time, but not so the Neptune aircraft. The newcomer to the area was tracked all through his conversation and then the blip showed him breaking his orbit and heading toward the *Magnificent* and her retinue.

With no night fighters on board, the "*Maggie*" was at a loss as to how to drive the "enemy" reconnaissance out of her area, but the answer wasn't long in coming.

The two direction officers went on the air on the same channel as the Neptune in a quickly improvised radio drama.

Direction Officer No. 1 became the pilot of a night fighter and (Roger and



Her band playing and members of the ship's company fallen in on the flight deck, HMCS *Magnificent* returned to Halifax on June 8 after an extensive electronic refit in the United Kingdom. She was greeted by two Avenger aircraft and a helicopter from Shearwater and a host of relatives and friends of the officers and men. (HS-31361)

over) Direction Officer No. 2 clung to his post in the Aircraft Direction Room.

The Neptune came steadily toward the fleet and the officers plunged into the radio patter of vectoring out mythical night fighters, just hinting at the target information sufficiently to make the Neptune believe he was the target. He altered course violently to throw off his ghostly pursuers, but the radio chatter indicated the "night fighters" had also been put onto a new interception course and the Neptune beetled off in another direction. Just when he thought he was clear of his pursuers,

he would gather from the radio that they were again bearing down on him.

The procedure had the Neptune effectively baffled for half an hour, at which time the patrol plane was seen disappearing on an easterly course.

There had been one genuine bit of information in the whole radio drama. The call sign used by the fictitious night fighter was a real one. It belonged to 871 Squadron's commanding officer, who was comfortably entrenched in the wardroom throughout the whole incident.

New Boats for the RCN

“A SHIP is known by her boats.” So goes the old saying and it might be added that a sailor betrays the quality of his seamanship by the skill or lack of it with which he handles boats.

Warships' boats have a long tradition of service, both in the performance of their many duties and in their use for the training of officers and men.

The tasks which boats have been called on to carry out include the transfer of men and materials, the handling of moorings and buoys and the carriage of landing or boarding parties. In addition, there has always been their use for purposes of lifesaving, rescue, training and recreation.

In recent years, an almost complete departure has taken place from the pulling and sailing boats so familiar before the Second World War and a large proportion of the boats now in use or projected are powered by diesel engines. There has, in addition, been a tendency to develop boats for specialized purposes.

A demonstration of boats in use by the Royal Canadian Navy or under development for it was given last fall at Arnprior, Ontario, the “regatta” being held at the boatyard of Messrs. Ayling and Ramage. Arrangements for it had been made by the Naval Constructor-in-Chief, Constructor Commodore Rowland Baker, who on other occasions concerns himself with the design of larger vessels, such as destroyer escorts and minesweepers.

On display for demonstration and inspection were the following boats:

Fourteen-foot sailing dinghy (wood); 14-foot sailing dinghy (fiberglas); 27-foot whaler, standard service; 11-foot outboard dinghy (moulded plywood); 16-foot slow motor boat; 25-foot motor cutter, standard clinker; 25-foot motor cutter, carvel; 27-foot motor seaboat, British jolly boat, and 27-foot motor seaboat, Canadian prototype.

In the boatyard were a variety of exhibits which included wood dinghies in various stages of repair, towing tank models of several of the boats, boat fittings, fiberglas manufacturing materials and a fiberglas Carley float, built by HMC Dockyard, Esquimalt, and made with foam plastic material for buoyancy.

The morning of October 8, 1953, was devoted to an inspection of the plant exhibits and boats and to a demonstra-



Crews compare the performances of two dinghies under sail. On the left is a prototype 14-foot dinghy built of polyester resin reinforced with fiberglas cloth and mats. It is the first boat of this type of construction to be built for the RCN. (O-6014)

tion of sailing by the two dinghies. The moulded plywood dinghy is being developed for the use of explosive disposal officers and interest in the demonstration was heightened when one of these officers, in a shallow water diving suit, made an unscheduled dive.

Following luncheon at the Arnprior golf club, the visitors went to the town wharf where the boats were assembled for the afternoon's display, during which a running commentary was given by Constructor Captain H. R. Mason, Deputy Naval Constructor-in-Chief.

The display literally opened with a bang, as a Lieutenant (E) R. G. Guy made gallant efforts to wreck the fiber-

glas dinghy by crashing it into the wharf and on a rocky shore. Several satisfying thuds and crunches were obtained, but examination showed the hull intact and unmarked, and the representatives of the boat's builders smiled again.

The power boats then paraded past the wharf in line ahead and returned individually to show off their characteristics and abilities.

The sea boats and cutters next raced past the wharf at the normal operating speeds of the engines. This resulted in a win (by a short lead) for the Canadian prototype seaboat over the 25-foot carvel cutter, a result which pleased the Naval Constructor-in-Chief.

A swamp test of the dinghies found the fibreglas boat resisting the plunge to the extent of 100 pounds of additional ballast more than the wood dinghy.

The final event was an excursion of all present in the power boats.

The demonstrations were witnessed by about 50 officers from Naval Headquarters, including members of the Naval Board, headed by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff. The Senior Naval Liaison Officer, U.K., and the U.S. Naval Attaché were also present.

The following observations on the various boats resulted from the demonstration:

Dinghies—The wood dinghy used was a service type and the fibreglas model was essentially a repetition of the standard hull form in polyester resin, reinforced with fibreglas. A certain amount of wood construction (thwarts, rubbers, etc.) was retained in the latter craft.

The demonstration proved the fibreglas boat to be very rugged, lighter than its wood counterpart and with comparable sailing qualities. It had, in fact, some advantages in light airs. As



Ord. Lt.-Cdr. G. D. Cook tests the sea-worthiness of a new fibreglas Carley float built in HMC Dockyard, Esquimalt. The float is rot-proof and unsinkable. (O-6005)



Crouched low to avoid going overboard, Lieut. (E) R. G. Guy drives a Canadian-built fibreglas dinghy at a ten-knot clip against the concrete town wharf at Arnprior, Ont. He later rammed it aground on the rocky shoreline. In neither case was any damage done. (O-6008)



The 27-foot Canadian motor sea boat is shown going through its paces at the Arnprior "regatta". This boat is a modification of the Royal Navy motor sea boat, the main difference being a whaler stern, greater power and omission of the mast and sails. (O-6008)

a prototype, the only fault found with it was the lack of floor boards, which can be fitted. Consideration is being given to a possible improvement in hull form and the boat is being tested in a cruiser under seagoing conditions.

The principal advantage of fibreglas construction, it is felt, lies in the extremely small amount of maintenance which will be required. A patching kit is supplied with each boat.

Whaler—The service whaler did not play a large part in the demonstration, but the successful performance of the dinghy has led to a request to the manufacturers for the construction of a fibreglas service whaler.

Sixteen-foot slow motor boat—This is a development of the British 16-foot slow motor boat, the internal arrangement having been modified and arranged for wheel steering. This boat handles extremely well and is being extensively used in the new-construction program.

Motor cutters—The carvel-built cutter is a modification of the standard clinker-built hull, the change being made to facilitate operation in skim ice. To meet this requirement, the boat also has copper sheathing. Fibreglas canopies are being manufactured.

Motor sea boats—Several of the 27-foot motor sea boats (jolly boats) have been built for RCN ships and the Canadian boat has been developed with a view to improving the design for Canadian purposes. The boat shown at Arnprior was a prototype and its operation gave considerable satisfaction. Masts and sails have been omitted, with an improvement in internal arrangements.

A MAP to Guide You

Hard Work Went Into Establishment of Trades System

WHAT ABOUT the Royal Canadian Navy's trades system? Did it just grow, or was there some underlying principle behind it? One aspect may have gone unnoticed. It doesn't matter what trade a man may go into in the Navy, he can rise to chief petty officer 1st class and to the highest trade group. He can also go beyond that to officer status.

This principle may seem elementary. Yet it may be of interest to know that the Royal Canadian Navy is just about the only armed service in the world which has this system. The Canadian Army, and the RCAF don't have it. Nor do the Royal Navy or any of the other British services either in the Old Country or in the Commonwealth.

It may be of interest to know, too, that trade grouping is not allocated by the Navy. When trade grouping is being considered for a trade in any of the Armed Forces, it is allotted by a committee. This committee consists of members of the Navy, Army, Air Force, Defence Research Board, the Department of Labour and the Unemployment Insurance Commission. Even after it has passed this committee it is still liable to veto by a higher committee consisting of the chiefs of personnel in the three services and Treasury and other representatives of civil departments. So, if a service wants to improve trade grouping for a particular group of men, it can at times be a very tough job. This is especially true, if in increasing the trade grouping, it means that one service will have a similar type of trade in a lower trade group.

Some years ago the Navy decided that in comparison with the other services, large numbers of its men were being underpaid for doing jobs which in many cases were more difficult than their counterparts in the Army and Air Force. This was easy enough to say, but not so easy to prove. The only way it could be done was to go out to the fleet and find out just what a multiplicity of skills go to make up a modern sailor. This was done and, after a great deal of sorting the information, the RCN Trade Specifications were born.

After the trade specifications had been prepared, and approved by the

head of each branch, it was necessary to decide just how much the trades were worth in comparison with each other and with the trades of the other services. Twenty officers and men all of whom had had extensive lower deck experience were selected to sit as a committee to evaluate the trades using the trade specifications as the means of assessing them. In most cases they came to a unanimous agreement and in only one or two was there any great disagreement. The results of the evaluation were debated at great length by the various officers of the Personnel Branch at Headquarters until substantial agreement had been reached on every major point.

Then came the battle with the tri-service committees to prove that our men were worthy of better trade grouping. Every trade was reviewed by these committees and after many months of debate, the Navy's case was proved right up to the hilt, and the new trade advancement system came into being.

The trade specifications have now been printed and have been issued as the Manual of Advancement and Promotion. As will be seen by looking at

Volume I, there is still a branch pay differential, just as every trade in every walk of life is paid differently from every other. The difference lies in the fact that different trades advance at different speeds. But *the best men in every trade can get to the top.*

No longer can it be said: "The best man in trade X can never hope to get as much pay as the worst man in trade Y." The best man in trade X can now do a good deal better than the worst man in trade Y, since the times for advancement are only minimum times, and each man's progress will depend on his own application to his job. The best men in every trade in the Navy can retire with the same pension, too, if they have demonstrated that throughout their career they have devoted themselves to the interests of the service.

The minimum times for advancement are in most cases much shorter than hitherto and a great deal of responsibility rests with the divisional officer to ensure that his best men are trained and advanced at the prescribed speed in the advancement tables. It is also up to the divisional or departmental officers to study carefully the duties of the trades and to ensure that each man is given practical experience in all of the duties laid down, as far as possible.

But, in the last resort, it is the man in the trade who does most towards governing his own future and rate of advancement. It is very much in his own interests to know what duties comprise his trade. If he thinks he is not gaining as much useful experience in the job he is doing, there is nothing whatever to keep him from requesting a further rotation in duty to gain this experience. He can keep a watch, too, on the requirements for advancement in trade grouping and, when he has attained the necessary qualifications, put in his request for the next training course.

The higher courses are difficult and present a challenge. But the challenge is worth it. The Navy now offers opportunities which are unequalled in many other walks of life. And the Manual of Advancement and Promotion is the reference book to ensure that personnel make the most of those opportunities.—S.C.C.

Ex-Corvette Now Powerful Tug

The former corvette *Sudbury* is cast in a role not entirely new. She will operate from Victoria as a rescue vessel and towboat for the Island Tug and Barge Company.

The ship, following refit, will be the "best-equipped rescue vessel on the coast", according to the new owners. She has twice the power of any other tugboat in B.C. waters and holds the record for the heaviest tow ever attempted out there.

Rescue roles are not new to the *Sudbury*. Laid down as a Flower class corvette in January, 1941, at Kingston, Ont., she was commissioned in October of the same year. For the greater part of the Second World War she was on North Atlantic convoy duty, interrupted during the last half of 1942 by escort work in the Caribbean.

In January, 1944, she proceeded to Esquimalt and operated on patrol and escort duties off the West Coast until August, 1945. The *Sudbury* figured in at least two air-sea rescue operations before being paid off that month to War Assets, who sold her to Pacific Mills Limited, of Vancouver, for conversion to a tug.

AFLOAT AND ASHORE

ATLANTIC COMMAND

Battle of the Atlantic Sunday was observed in the Atlantic Command of the Royal Canadian Navy by more than 3,000 officers and men who paraded to churches and open-air services in Halifax and Dartmouth.

In Halifax, the key Atlantic port at the western end of the dangerous convoy runs of the Second World War's Battle of the Atlantic, nearly 2,500 personnel from establishments ashore and ships in harbour marched to the service six abreast, led by the Stadacona band.

Ships represented included the destroyer-escort *Algonquin*, the frigates *Toronto*, *Prestonian* and *Lauzon*, all of the First Canadian Escort Squadron; the destroyer escorts *Huron* and *Iroquois*, the apprentice training ship *Cape Breton*, and the Algerine coastal escorts *New Liskeard*, *Portage* and *Wallaceburg*.

Following the church services, the Halifax parade marched past the Hon. Alistair Fraser, Lieutenant-Governor of Nova Scotia, who took the salute.

Nearly 2,500 officers and men of the Royal Canadian Navy marched to Battle of the Atlantic Sunday services in Halifax on the Grand Parade and before Sacred Heart Convent. Shown is the assembly at the cenotaph on the Grand Parade in the heart of historic Halifax. (HS-30711)

Meanwhile in Dartmouth, over 900 officers and men from *Shearwater* marched to special Battle of Atlantic Sunday services held in many Dartmouth churches. Following these services, the naval servicemen re-formed to march past the mayor of Dartmouth, Claude Morris, who took the salute.

HMCS Wallaceburg

In spite of preparations for her summer training schedule being interrupted by the all-out search for a missing Avenger aircraft's crew, the *Wallaceburg* proceeded to sea on "A" cruise of the summer training program, carrying 20 cadets. The cruise took her to Gloucester, Mass., Bridgeport, Conn., and Philadelphia.

HMCS Micmac

A cruise which took the *Micmac* to Norfolk, Nassau, San Juan, and Bermuda, was the first the ship has made without training classes aboard since beginning her latest commission.

In Nassau, Colonel Gamble, a retired Canadian Army colonel, was host to a

party from the ship. The day's entertainment included a motor trip of the island, a swimming party and a barbecue dinner.

In San Juan, Puerto Rico, tours were taken through the historical points of interest in the island, many of which date to 1493, when Columbus visited there. Another place bearing many memories was Morro Castle, for many years the terror of shipping on the Spanish Main.

More modern points of interest were the U.S. Army base and San Juan University.

The *Micmac* left Halifax May 28 on another cruise which took her to the UK, bearing members of the RCN(R) contingent attending the RNVR Jubilee.

Coverdale Naval Radio Station

Battle of Atlantic Sunday was observed by Coverdale Naval Radio Station with a church parade to the First United Baptist Church, and St. Bernard's Roman Catholic Church in Moncton, N.B.

The parade was under the command of Lieut. W. J. Pearce. Platoon commanders were Chief Petty Officer John Gordon Bruce; Chief Petty Officer John Leslie Matthews and Ldg. Wren Muriel Berryman.

The service in the First United Baptist Church was read by Lieut. D. S. K. Blackmore, commanding officer of the radio station.

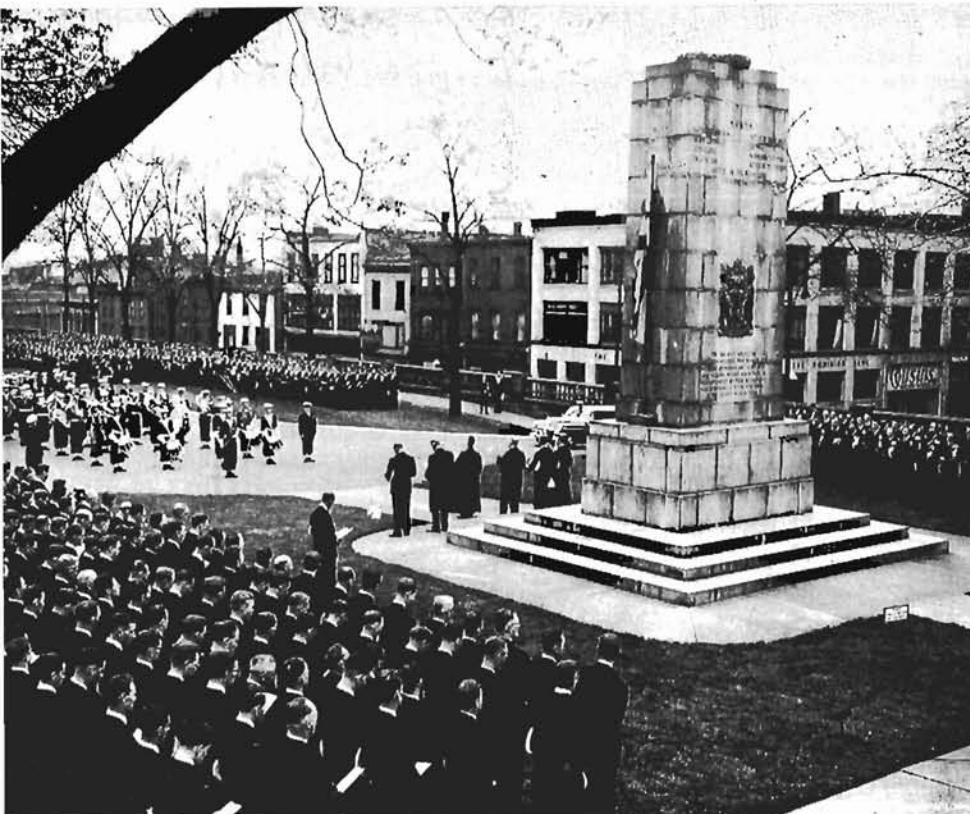
Navigation Direction School

The first quartermaster instructors' course recently completed their class in HMC Navigational Direction School. The course consisted of Chief Petty Officers Morton Keeler, Albert Prosser, Trevor Lovekin, George Southern, Jack Lawrence and Elwood Chubb.

A six-week hydrographic survey course was held for 23 QMs, who will serve in HMCS *Labrador*, the RCN Arctic patrol vessel. The men are all qualified survey recorders, and will be employed in the role of assisting in the charting of thousands of miles of Canada's northern waters.

HMCS Labrador

Members of the ship's company of the *Labrador*, standing by for the completion of their ship at Marine Industries Ltd., Sorel, Que., made an eventually



successful six-day search for the body of a five-year-old boy, Guy Tremblay, who drowned near the yacht basin at Sorel in early April.

The search party, arranged by Captain (L) John Deane, Principal Naval Overseer, Sorel, was directed by Lieut. (C) Michael Kelly, of the *Labrador*. The body was recovered by CPO Eric Blaney.

Out of gratitude for the long and difficult search by the *Labrador* party, a civic reception was held for the group by Mayor Armand Matton and members of the city council. Keys to the city were presented to Captain Deane and Lieut. Kelly and the principal members of the party signed the city's Golden Book.

PACIFIC COMMAND

Battle of the Atlantic Sunday was observed by personnel of the Pacific Command of the Royal Canadian Navy at special services held in two of the principal churches of Victoria.

More than 1,500 officers and men of the ships and establishments of the command attended memorial services at Christ Church Cathedral and St. Andrew's Cathedral.

Families of naval personnel, representatives of the Merchant Service, veterans' organizations, the Navy League, Naval Officers' Association and Seamen's Institutes also were invited to attend.

Chaplain (P) H. Ploughman and Chaplain (P) B. A. Pegler conducted services in Christ Church Cathedral where the sermon was preached by Chaplain (P) H. R. Pike.

In St. Andrew's Cathedral, Chaplain (RC) J. P. Farrell preached the sermon and the benediction was given by Chaplain (RC) J. A. Eves.

Winners at the annual awards night at HMCS Nonsuch, the Edmonton naval division, are shown here with Captain George P. Manning, commanding officer. From the left are CPO Ed Frost, PO W. C. Donald, Ord. Sea. J. R. Meakin, Ord. Sea. N. J. Roach and Wren S. I. Shaw. (Photo by Oliver Studios, Edmonton.)



"Open House" for York meant just about the same thing for HMCS Digby, which anchored near the breakwater as an added attraction to the May 9 festivities marking the opening of York's new training wing. AB D. G. Cake, of the Digby, is enveloped by visitors to the wheelhouse of the Bangor coastal escort.

HMCS Sioux

On the night of Tuesday, May 18, a motorcade of sleek limousines drew up alongside HMCS *Sioux* at the CPR jetty in Vancouver. As the officers and men who lined the iron deck of the ship were called to attention, from one of these cars stepped His Excellency the Governor-General, the Rt. Hon. Vincent Massey.

The party which embarked in the *Sioux* that night consisted of the Governor-General, his secretary, Lionel Massey, Mrs. Lionel Massey, and Lieut. (G) Ian MacPherson, aide-de-camp.

Immediately this party was on board, Rear-Admiral J. C. Hibbard, Flag

Officer Pacific Coast, and Mrs. Hibbard, after wishing the ship well on her voyage, disembarked and the *Sioux* silently slid under the Lions Gate Bridge and set course for Kitimat.

The following day, the *Sioux* made her way through Johnstone Strait and across Queen Charlotte Sound. In the evening a mess dinner was held in the wardroom at which His Excellency and his party were honoured guests. The toast to Her Majesty the Queen was proposed by Lt.-Cdr. (S) F. E. Wade. There followed a quiet evening of pleasant conversation during which the vice-regal party and the officers of the *Sioux* became well acquainted with one another.

Thursday dawned wet and misty as the *Sioux* secured alongside the jetty at Kitimat, B.C. in the grey hours of the early morning. At 0900 the vice-regal party, taking a few of the ship's officers with them, stepped ashore to inspect the Aluminum Company of Canada plant there.

Having spent most of the day visiting the plant the party returned in mid-afternoon. The ship once again got under way, this time threading her way up the narrow Gardner Canal to the power plant at Kemano, which serves the Kitimat project.

The ship secured at seven o'clock in the evening and His Excellency and party disembarked to spend the night at the Guest House in Kemano. At 0900

the following morning they were joined by the captain of the *Sioux*, Cdr. A. H. Rankin, her first lieutenant, Lt.-Cdr. R. H. Leir, and several of the ship's officers for a tour of the power plant, which is situated entirely inside a mountain. The powerhouse "cave" inside the mountain could hold four ships like the *Sioux* without striking a topmast.

In the afternoon the ship was opened to visitors, and in return 100 members of the ship's company were invited to tour the power plant. The response to both these invitations was overwhelming.

With the vice-regal party embarked, the *Sioux* slipped from her jetty, this time heading for Vancouver. During the day's passage on Saturday, His Excellency walked around the ship, meeting members of the crew, and showing a great deal of interest in the day-to-day work of a warship at sea.

On Sunday morning, May 23, at the same jetty she had sailed from five days earlier, the *Sioux* disembarked His Excellency and the Vice-Regal party for the last time. As he stepped ashore, the bugler sounded the General Salute and the guard presented arms. His Excellency then inspected the guard, and as his car pulled away, he could be seen looking back at the destroyer in which he had spent five days of his varied career, looking back with pleasure, it is hoped, on another of the Navy's jobs well done.

Masset Radio Station

Personnel of Masset Naval Radio Station paraded to St. Paul's Anglican Church on Sunday, May 16, in observance of Battle of Atlantic Sunday. Services were conducted by Rev. M. Young.

A supper dance was the social event of the month for the men and their wives. Prepared by AB J. G. Gardiner and served buffet style, the meal was enjoyed by all in attendance.

May 24 saw a holiday ball game between a team from Masset and the station. Losing 14-6 going into the last inning, the village team staged a seven-run rally to fall one short of a tie, with two men on base when the final out was made.

NAVAL DIVISIONS

HMCS Nonsuch

The winter training season at the Edmonton naval division was wound up on June 15 by the annual inspection and awards night. Thirteen awards and trophies were presented to personnel by Captain George P. Manning, commanding officer.

The awards included: Canadian Forces Decoration to Cdr. (S) W. Ross Hickey; the Joe Dwyer Memorial Shield to the most proficient new entry, Ord. Sea. R. A. Leighton; the best division award, won by the band and presented to Ord. Sea. J. R. Meakin; consistent attendance award, shared by CPO Ed Frost and PO W. C. Donald; Edmonton Half-Company Trophy and Small Shooting Cup, Ord. Sea. N. J. Roach, and the indoor shooting trophy, Wren S. I. Shaw.

Medals went to CPO Peter Rourke, engineering; Ord. Sea. Daniel Sorochan, supply; AB R. F. Whitby, communications; Ord. Sea. N. J. Roach, gunnery; AB E. P. Figol, electrical, and AB J. R. Crook, band.

Following the presentations a social evening was held in the drill hall with the band providing a musical program. Later, in the wardroom, presentations were made by Lt.-Cdr. Frank Banwell, executive officer, to Lieut. (W) Jean Laidlaw, retiring from the active reserve, and Lt.-Cdr. Stanley Coombes, area sea cadet officer, leaving for eastern Canada.

HMCS Hunter

Windsor's centennial year has been the occasion of inaugurating what it is hoped will be a continuing tradition—the Windsor Garrison Officers' Ball.

The first inter-service formal ball in Windsor was held at *Hunter* late in April, with officers of the naval division and Windsor army units as hosts. Honoured guests included Sir Cyril Dyson, Lord Mayor of Windsor, England, in town on the occasion of the centen-

nal; Mayor Arthur J. Réaume and Mrs. Réaume; Cdr. W. G. Curry *Hunter's* commanding officer, and Mrs. Curry; Lt.-Cdr. and Mrs. James Davidson; Lt.-Col. Weir Alexander and Mrs. Alexander; Lt.-Col. Alfred Hodges and Mrs. Hodges; Lt.-Col. Robert J. Gilmor and Mrs. Gilmor, and Rear-Admiral Walter Hose (Ret.), former Chief of the Naval Staff.

From out of town, accompanied by their wives, came Commodore K. F. Adams, Commanding Officer Naval Divisions; Captain P. D. Budge, Chief of Staff to COND; Brigadier J. M. Pocock; Brigadier T. S. Gibson, and John Fisher, Canadian consul in Detroit.

HMCS Unicorn

Reserve officers of the engineering branch held their fourth annual conference at Saskatoon over the weekend of May 1, with *HMCS Unicorn's* engineering branch as hosts.

RCN officers in attendance included Lt.-Cdr. (E) T. J. Keohane, staff officer engineering, COND; Lieut. (E) F. C. Moore, Naval Headquarters; Lieut. (E) J. R. Turner, *HMCS Naden*, and Lt.-Cdr. (E) G. V. Roche, representing COND.

Naval divisions were represented by the following officers: Sub-Lt. (E) D. W. Treble, *Chippawa*; Lieut. (E) C. B. Selmser, *Tecumseh*; Cd. Engineer F. M. Whiteway, *Griffon*; Cdr. (E) N. J. Allison, *Nonsuch*; Lt.-Cdr. (E) P. F. Barr and Lieut. (E) H. F. Case, *Discovery*; Lt.-Cdr. (E) (A/E) W. F. Walker, *Malahat*, and Lt.-Cdr. (E) A. F. G. Carroll, Lieut. (E) C. W. O'Connor and Lieut. (E) H. S. Jackson, *Unicorn*.

Some of the sailors from on board the Netherlands aircraft carrier *Karel Doorman* dipped deep into Canadian naval history by visiting the Maritime Museum during their ship's visit to Halifax. With Wren Glenna Debison, of *HMCS Scotian*, as their guide, PO Teun De Jong, of The Hague, (left) and Ldg. Sea. Hen den Ouden, of Vlaardingen, examine a Lunenburg schooner model.



From Madeira to the Kattegat

Ontario's Sailors Went Sleigh Riding in Tropical Land

by H.R.P.

A WEEK AT SEA is long enough to lend a sense of adventure to any landfall. When HMCS *Quebec* burst from the grey immensity of the Atlantic into the sunlit harbour of Funchal, capital of the Madeira Islands, it was like awakening in another world.

The city, its upper limits flirting with the clouds of the mountain-top and to all appearances utterly inaccessible, proved to be a place of contrasts. Fine modern buildings and exquisitely kept public gardens lie captive in a web of narrow, precipitous cobbled streets, where, amid a welter of cars ancient and modern, life is to the swift. One may ascend to the clouds in a '54 Ford or in an ox-drawn sleigh, seeing en route terrace upon terrace of orderly kitchen gardens where sugar-cane grows instead of corn, shuttered houses in pink and green and white stucco, and an abundance of flowers and blossoming trees which must colour one's memory of the place for all time.

Lisbon's affinity with the daughter city of Funchal was very evident. Or-

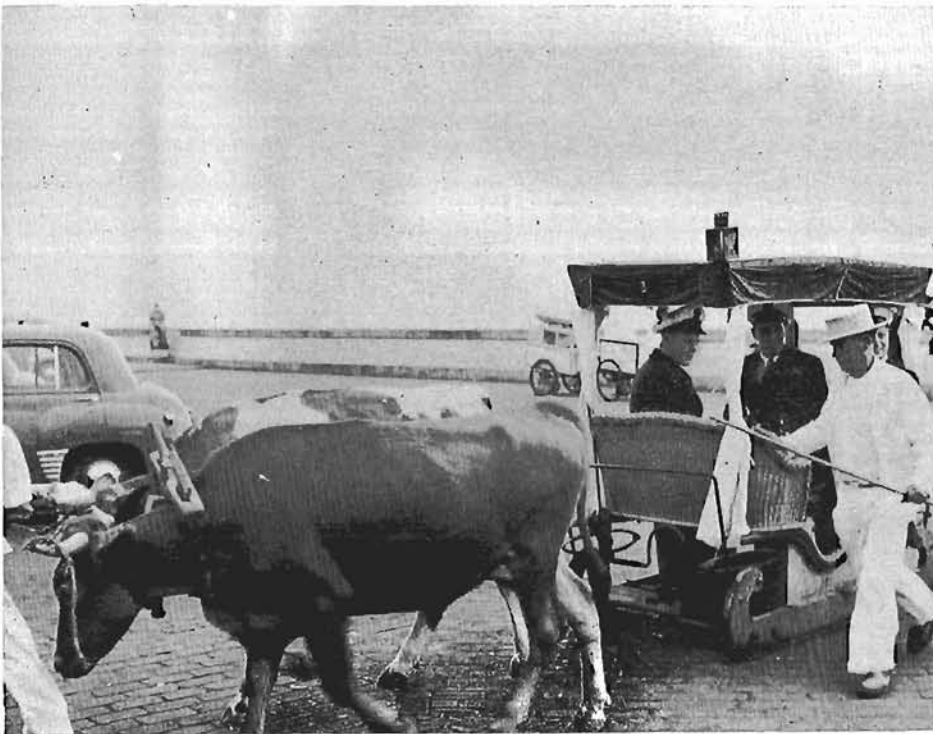
ganized tours during a two-day visit showed sufficient of the city's varied aspects to leave one with a confused impression of modern industry going on apace against a background of remote history and ancient culture; of modern ships building on the historic Tagus, where fishing boats spread their canvas today as they did in the time of Vasco da Gama; of streamlined automobiles awaiting the pleasure of indolent asses in the narrower streets; and above all of an abundance of beautiful churches and buildings housing the treasures of the ages.

By general acclaim, Copenhagen proved the highlight of the cruise. The *Quebec* arrived early on the morning of May 20 after two days of precautions against lingering mines in the Skagerrak and its approaches. From the moment of berthing one could detect an atmosphere of friendliness and wholehearted welcome, which grew in warmth and intensity throughout the five days of the visit. Copenhagen had something to offer everyone. Ship's teams played

soccer and basketball against stiff Danish opposition, and a sailing team led by Captain E. W. Finch-Noyes competed with honour against the Danish Dragon Club. The ship's company enjoyed coach tours of the city and of North Zealand. Visits were paid to local industries, and organized entertainments were made available for officers and men. The Danes, without being any way frivolous, have a great capacity for enjoyment, which they communicated to their Canadian visitors in no small measure through their lavish hospitality. All this, taking place in what must surely rank amongst the most beautiful cities of the world, prompted the following signal:—

"With the good wishes of His Majesty the King of Denmark, the Royal Danish Navy and scores of citizens for a Bon Voyage, HMCS *Quebec* sailed from Copenhagen after a five-day good-will visit termed by the ship's commanding officer as one of the most successful within his experience".

The *Quebec's* salute of 21 guns as she left the Kattegat was answered from historic Kronborg Castle, immortalized as the scene of Shakespeare's "Hamlet",



Of the world's strange conveyances, few are older or slower than the ox-drawn sleds of the Madeira Islands. If one has money and time to burn, one may mount from sea-level to the misty heights of Funchal in these two-critter-power vehicles. (QB-1283)

Cape Breton Issues Paper

High standards have been set by the first issue of "Skill", published on board the apprentice training ship, HMCS *Cape Breton*, obviously with the intention that it shall appear at least quarterly. The masthead bears the inscription "No. 1, 1954".

The editor, CPO H. R. Percy, admits that it has not been possible to bring all the early ideals and dreams to fulfilment but, if such is the case, the editorial staff must have been aiming awfully high.

"It has been our ideal from the beginning that 'Skill' should become a magazine which its readers will be proud to show their friends and send home to their families," says the introductory editorial, and this appears to be one ideal that has been achieved.

The contents cater to a wide range of tastes — none of them poor. The general effect is a deft combination of the entertaining and the intellectually stimulating.

If the quality of the first issue is maintained, the little magazine is assured of wide popularity and a flourishing future.—C.

bringing appropriately to mind the lines:

No jocund health that Denmark drinks today,

But the great cannon to the clouds shall tell;

By the time the ship reached the war-scarred French port of Brest, thoughts were already turning homeward. Nevertheless the ship's teams engaged the French Navy at various sports and acquitted themselves well. Those of the ship's company who had not been rendered bankrupt by the stay in Copenhagen had an opportunity to sample and appreciate the French cuisine, to do some last-minute shopping and to make merry at a dance staged in their honour.

The visit to Brest was the occasion of a solemn ceremony. On April 29, 1944,

the first HMCS *Athabaskan* was sunk in action off the French coast. Sixty members of her crew were buried in the cemetery of the village of Plouescat. Representatives of the *Quebec's* ship's company took the opportunity to visit the cemetery, in company with the acting mayor and council of Plouescat, and to pay tribute to the memory of their fallen comrades. They found the Canadian corner of the cemetery well tended, and regarded with great reverence and respect by the community.

On Sunday, May 30, the director and members of the National Defence College embarked, and the *Quebec* sailed for home. The voyage was uneventful, except for an uncomfortable combination of dense fog and icebergs during the last three days, which fortunately did not interfere with the promulgated

HMCS *Quebec* at Copenhagen during her spring training cruise. (QB-1375)



ETA. A few minutes ahead of time on Sunday, June 6, waiting wives and families saw the *Quebec* move in to jetty one, and the sun shone.

WEDDINGS

Able Seaman Sylvan L. Cannon, *Naden*, to Miss Gloria Maxine Goldsmith, of Rockingham, N.S.

Sub-Lieutenant David Alexander Elrix, *Ontario*, to Miss Bernice Thelma Osborne, of Victoria.

Sub-Lieutenant (W) Margarey Lola Hall, *Prevost*, to Kenneth H. Lahn, of London, Ont.

Wren Barbara Anne Harding, *Stadacona*, to Leading Seaman James M. Millar, *Stadacona*.

Able Seaman Joseph Charles Jodoin, *Stadacona*, to Miss Thelma Mauger, of North Sydney, N.S.

Wren Alison Fyfe Marshall, *Star* (COND), to Able Seaman Jack L. Emsley, *Star*.

Lieutenant Vernon H. Murison, *Prestontan*, to Miss Phyllis M. M. White, of Halifax.

Leading Seaman Bert Raymond Powell, *Shearwater*, to Miss Emma Louise Smith, of Marion Heights, N.S.

Sub-Lieutenant (MN), Kathryn Frances Wiswell, *Cornwallis*, to Lieutenant Charles Gibson Bowen, *Cornwallis*.

Sub-Lieutenant (MN) Hilma Augusta Worthylake, *Naden*, to Surgeon Lieutenant Desmond Gerrard Woods, *Naden*.

BIRTHS

To Captain Jeffrey Vanstone Brock, *Niobe*, and Mrs. Brock, a son.

To Leading Seaman Arthur Cain, *Naden*, and Mrs. Cain, a son.

To Chief Petty Officer Maurice A. Campbell, *Haida*, and Mrs. Campbell, a son.

To Ordnance Lieutenant Tristram E. Coffin, *Naden*, and Mrs. Coffin, a son.

To Chief Petty Officer John Driscoll, *Haida*, and Mrs. Driscoll, a son.

To Lieutenant Robert M. Dunbar, Albro Lake Radio Station, and Mrs. Dunbar, a son.

To Constructor Commander Keith Patrick Farrell, Naval Headquarters, and Mrs. Farrell, a daughter.

To Leading Seaman Aubrey C. Flander, *Haida*, and Mrs. Flander, a daughter.

To Leading Seaman William Hamilton, *Portage*, and Mrs. Hamilton, a son.

To Lieutenant Ian C. S. Inglis, *Naden*, and Mrs. Inglis, a son.

To Lieutenant (E) Aubrey C. Karaglanis, *Star* (COND), and Mrs. Karaglanis, a son.

To Lieutenant (E) T. M. Kellington, *Star* (COND), and Mrs. Kellington, a daughter.

To Petty Officer Robert Douglas Logie, *Stadacona*, and Mrs. Logie, a daughter.

To Leading Seaman Jack Warren Lundy, *Stoux*, and Mrs. Lundy, a son.

To Leading Seaman Howard Douglas Lyon, *Naden*, and Mrs. Lyon, a son.

To Lieutenant Robin Manifold, *Magnificent*, and Mrs. Manifold, a son.

To Lieutenant-Commander Gordon A. Mills, *Stadacona*, and Mrs. Mills, a daughter.

To Petty Officer Lloyd Milton, Aldergrove Radio Station, and Mrs. Milton, a daughter.

To Petty Officer James Cross Moreton, *Naden*, and Mrs. Moreton, a daughter.

To Petty Officer John E. Norris, *Stadacona*, and Mrs. Norris, a daughter.

To Able Seaman Kenneth Potts, *Lauzon*, and Mrs. Potts, a son.

To Lieutenant-Commander (S) J. Kevin Power, Naval Headquarters, and Mrs. Power, a son.

To Able Seaman John R. Roberts, *Haida*, and Mrs. Roberts, a son.

To Chief Petty Officer Frederick E. Stiner, *Stadacona*, and Mrs. Stiner, a daughter.

To Chief Petty Officer Richard Tyler, *Naden*, and Mrs. Tyler, a son.

To Petty Officer James Adams Tyre, *New Glasgow*, and Mrs. Tyre, a daughter.

To Chief Petty Officer A. R. Watson, *Lauzon*, and Mrs. Watson, a son.

To Ordnance Lieutenant William L. Wood, *Haida*, and Mrs. Wood, a daughter.

The Hydrogen - Peroxide Submarine

THE FACT that Britain's Royal Navy is to have two experimental submarines attaining high underwater speed with the aid of hydrogen peroxide, and is laying down several other boats with a better performance than any predecessor, is of major importance.

Since it has long been the Admiralty's policy not to disclose publicly the building of a submarine until she is actually launched, it may be assumed that the program is well advanced, although few details about it have been made available so far. The fact that the Royal Navy now feels itself able to resume submarine construction after six years,

by
Nowell Hall
Naval Correspondent of the
"Daily Telegraph" (London)

despite the scientific advances that have chased one another since 1948—and are likely to continue for some time to come—can also be regarded as significant.

Britain has now about 60 submarines. The last additions to the Fleet were the big "A" class boats. These are reported to displace 1,620 tons when submerged and to have a surface speed of 18 knots and an underwater speed of 8 knots.



Gliding down the slipway into the water after her launch recently is the Explorer, a new experimental submarine for Britain's Royal Navy. An outstanding feature of the hydrogen peroxide powered vessel is that she can remain submerged for long periods without the use of a "Snort" breathing apparatus. She has a high underwater speed. (Admiralty Photo)

The 15 submarines of this class were all completed within three years, the first, the *Amphion*, being ready in March 1945 and the last, the *Acheron*, in April 1948.

The "As" are boats of high endurance. Fitted with the "Snort" breathing device, they can travel underwater for thousands of miles. *Alliance* and *Ambush* stayed submerged for weeks on end in 1947-48 during tests in tropical and arctic seas. Last June another "A" class boat, the *Andrew*, "snorted" 2,500 miles (4,000 kilometres) across the Atlantic in 15 days. She created a record by travelling underwater from Bermuda to the English Channel.

Such performances, remarkable as they may be, are likely to be surpassed by the newest submarines. Recently I attended the launching of one of them—the *Explorer*.

In its way the launch of the *Explorer* was not less historical than that of America's *Nautilus*, the world's first atomic-powered submersible which entered the water at Groton, Connecticut, on January 21. The *Nautilus*, and the United States Navy's other experimental atomic submarine, the *Sea Wolf*, which was begun later, are expected to create new underwater speed records, and, actuated by a small amount of "everlasting" atomic fuel, have an operational range so great as to be limited only by the endurance of their crews. Carrying their own oxygen and being independent of the surface, they are the realization of an old dream of the naval architect—true submarines.

Britain's hydrogen-peroxide *Explorer* and her sister-ship will have much in common with the *Nautilus* and *Sea Wolf*, although their propulsive methods are different. Being able to dispense with the "Snort" breathing tube and having, if necessary, great operational range, the United Kingdom experimental boats are also true submarines.

Hydrogen peroxide supplies the oxygen needed to ensure combustion of the propulsive fuel. Thus the submarine can run submerged at speed on her main engines, and does not need an oxygen supply which has hitherto had to be drawn into the boat through the "Snort" from the atmosphere.

The Admiralty gives few details about this revolutionary new type of submarine. It records the *Explorer's* length as 225 feet (68.5 metres) and her beam as 16 feet eight inches (five metres), says she is capable of high underwater speeds and that she in-

corporates the latest escape devices, including the new one-man submarine escape chamber.

No facts are revealed about intended armament. I understand that the *Explorer* will be able to travel submerged at between 20 and 30 knots, a speed believed to be appreciably greater than that of any submarine now in service.

To help her to maintain such a speed—a speed which may well lead to major changes in the future tactics of warfare at sea—she has been so streamlined that she looks almost like a giant torpedo.

Instead of the port and starboard ballast tanks causing the bulges which are so distinctive in the appearance of conventional submarines, the tanks are set well down in the *Explorer* so as to merge into the general streamlined effect of the fat, rounded hull. As seen at the launching, the conning tower appeared smaller than usual and, without its casing, was quite overshadowed by the Admiralty flag fluttering above it as the submarine slid down the slipway to the water.

The *Explorer* is aptly named. She is the first ship in the Royal Navy proper to be so called. She is the prototype of submarines whose performance will open up new fields of marine research and may, therefore, create new problems in naval science.

Book Tells of Surcouf's Fate

A familiar sight to naval personnel serving ashore in Halifax or in ships operating from that port in early 1941 was the *Surcouf*, the world's largest submarine, nestled against the side of the submarine depot ship HMS *Forth*, between voyages in the North Atlantic as a convoy escort.

One day the *Surcouf* left her moorings, never to return. For security reasons, her fate went unrevealed in wartime. In his book "The British Submarine", Cdr. F. W. Lipscomb tells what is known of her disappearance:

"A report of an unfortunate incident on February 19th (1942) was received, which deprived the Allies of a vessel of very special interest. This was the Free French submarine *Surcouf*, the largest submarine in the world, with a surface displacement of 2,880 tons, which besides heavy torpedo armament, carried two eight-inch guns. *Surcouf* had left Bermuda on February 12th to proceed to Tahiti via the Panama Canal but failed to arrive in the Canal Zone. Concurrently, the SS *Thompson-Lykes* made a report that on the night of February 19th she had accidentally rammed and sunk a large submarine.

"This was undoubtedly *Surcouf* and not only was the Submarine Command deprived of the services of this vessel but some British liaison personnel were also lost."

STOKING GONE FOREVER? HA!

The Royal Canadian Navy last year abolished the designation "Stoker" in preference to "Engineering Mechanic", one of the reasons being that coal-burning ships were eliminated years ago from Canada's fleet and Stokers no longer did any stoking.

But skeptical engine room personnel in the *Magnificent* have cause to wonder if the change of titles wasn't premature.

At Portsmouth, England, for an electronic refit, the aircraft carrier had occasion to change berths and, at the same time, to shut down her boilers to permit repairs in the machinery spaces. However, she had assurance that "shore steam will be provided," to heat the ship and for a variety of other essential purposes.

As the big ship neared her new resting place, the crew was treated to the sight of a couple of ancient coal-burning boilers that looked to be of about equal vintage to the steam engines that ushered in the railway age. Immediately they were dubbed "Ref-

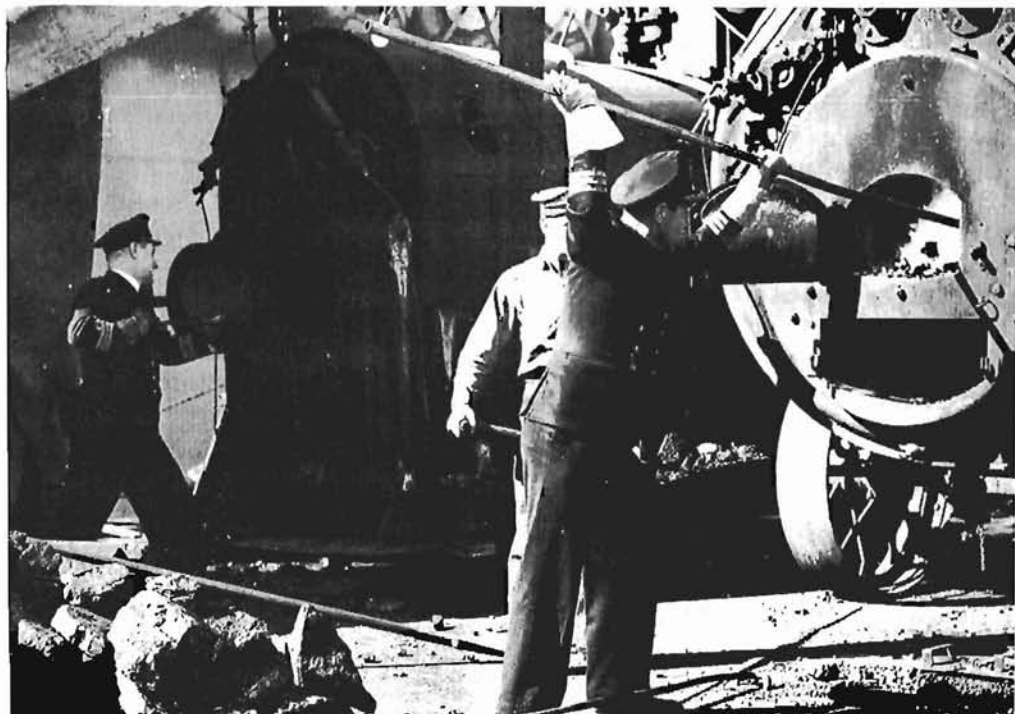
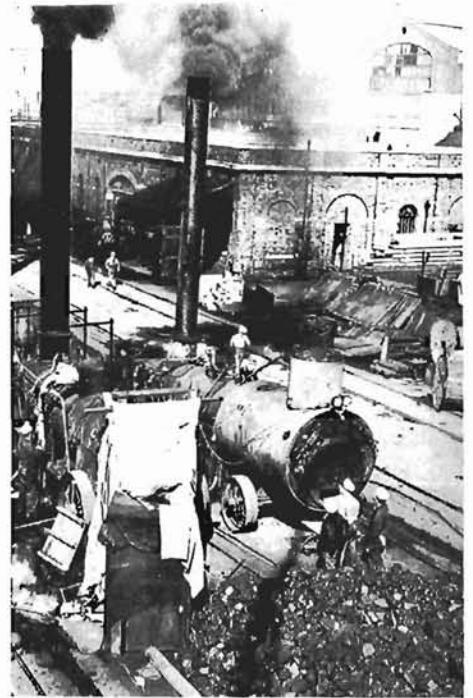
Too soon—all too soon—the Royal Canadian Navy last year dropped the word "stoker" from its vocabulary. What the Royal Navy said when the *Magnificent* arrived in Portsmouth for refit was: "Steam will be supplied." What the ship's company said is not recorded. Two ancient steam boilers were trundled onto the jetty and the black gang was back where it started. Two old coal-heavers, Cdr. (E) Erik Refvem, engineer officer, and Lt.-Cdr. (E) E. F. Williams, senior engineer, felt impelled to show the oil-burning generation how it should be done and stood the first watch. (Mag-5465; Mag-5466)

vem's Rockets", in honour of Cdr. (E) Erik Refvem, of Ottawa, the "*Maggie's*" engineer officer.

Engineering Mechanics became Stokers again and, working in watches, kept the boilers going day and night.

Cdr. Refvem and his senior engineer, Lt.-Cdr. Ed Williams, of Dartmouth, N.S., stood the first watch "to show how it was done when I was a boy", for each had apprenticed in coal-burners during merchant service days.

About 25 tons of coal was stoked by the Engineering Mechanics (ex-Stokers) on an average week-end, and by the time the "*Maggie*" was ready to provide her own steam, all were agreed that they were just as glad the Navy "ain't what she used to be".





The Navy Plays



Bluebottle Sails In Canadian Events

The visit to Canada during June of the Dragon class yacht *Bluebottle*, which was presented to Her Majesty Queen Elizabeth II and His Royal Highness the Duke of Edinburgh, as a wedding gift, caused wide interest, not only among yachting enthusiasts but also among large numbers of citizens when it went on display in several cities.

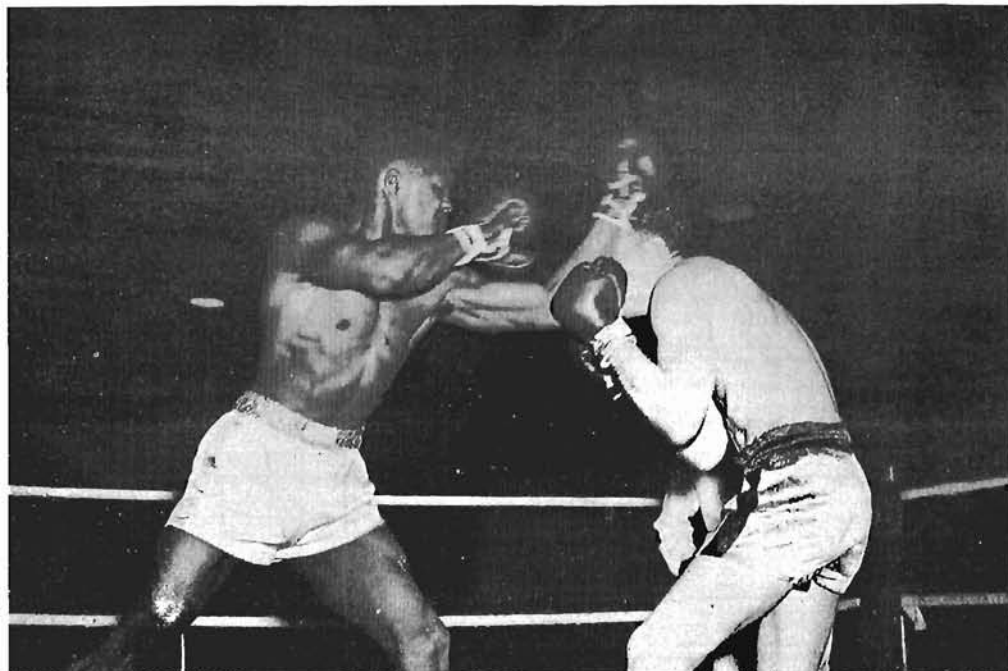
The *Bluebottle* took part June 15-19 in the Royals Regatta at Montreal, in which Royal Yacht Clubs throughout Canada participated. The yacht was presented to the Royal Couple by members of Island Sailing Clubs, Isle of Wight, England, and was brought to Canada aboard the *Empress of Scotland* upon invitation of the Canadian Yacht Racing Association.

Lt.-Cdr. (E) Richard Hewitt, RN, was the skipper of the *Bluebottle* during the Canadian yachting competitions.

At Montreal, the Royal entry broke a tie with the Royal Hamilton Yacht Club to win the four-day races.

The *Bluebottle* was moved to Ottawa, under arrangements made by the Ottawa Squadron of the Royal Canadian Navy Sailing Association, and was displayed in front of the Supreme Court Building on Monday, June 21, and part of Tuesday.

Shown in action at the RCAF station, Greenwood, N.S., are two contenders for the amateur heavyweight title of the province. The winner was Ord. Sea. Robert Hesson, left, of Cornwallis, who is seen missing a hard left at Bob Edgett, a civilian entry from the Amherst Boxing Club.



The craft was then taken to Toronto for the Royal Canadian Yacht Club regatta on June 26. It was also scheduled to take part in the regatta of the Royal Hamilton Yacht Club, June 28, and again in Toronto at the RCYC Dragon class races, July 1-3.

The RCNSA entered the yacht *Glimt* in the races at Toronto and Hamilton, with Cdr. Frederick Bradley, RCN, as skipper.

Haida Outsails; Crusader 'Out-Whales'

With an elapsed time of one hour, 11 minutes and 25 seconds over a four-and-a-quarter mile course, the whaler crew of the *Haida* recently achieved the distinction of being tops among Canadian warships in the Far East in winning the Canadian Destroyers Far East Sailing Trophy, awarded on this occasion for the first time.

Competition for the trophy, which was presented by Lt.-Cdr. D. O. Campfield, of the *Haida*, saw a lively inter-ships challenge between *Haida*, *Crusader* and *Cayuga* in Buckner Bay, off Okinawa, on Sunday, June 6.

In an earlier whaler-pulling contest, off the west coast of Korea, however, crews from the *Crusader* placed first in seven out of nine contests, amassing a

total of 24 points. The *Cayuga* placed second with 18 points and the *Haida* third with 12.

The *Crusader's* crew of "ancients", with CPO Richard A. Caddell calling stroke, easily outdistanced the *Haida's* "oldtimers", coxswained by Captain John A. Charles, Commander Canadian Destroyers Far East, and the *Cayuga* crew, with Cd. Communications Officer Herbert H. Tate at the helm.

An interesting point—but no doubt regretful from the point of view of *Cayuga*—was that this group placed second in the morning races and won only one afternoon event. This was the war canoe race, but no points were awarded as it had only been included in the regatta as an added attraction.

In the Okinawa sailing race, the *Cayuga* took an early lead. She was soon overtaken by *Haida* who retained her lead throughout the remainder of the race.

At the start of the weather leg of the course both the *Crusader's* whaler, coxswained by Lt.-Cdr. H. H. Smith, and the *Cayuga's* craft, coxswained by Lieut. V. F. Lambie, split tacks with the *Haida* but failed to close the gap.

The *Haida's* whaler was coxswained by CPO H. G. Doyle, who sailed an expert race despite the fact that he had sailed the previous day for the first time in 10 years.

The trophy was presented by Captain Charles later on board the *Haida*. Elapsed time of the *Cayuga's* and *Crusader's* whalers was one hour, 14 minutes and 40 seconds, and one hour, 20 minutes and 35 seconds respectively.

The Okinawa regatta was organized under the direction of Lt.-Cdr. Allistair Hunter, *Haida* sports officer, and the judges were Captain Charles, Cdr. W. P. Hayes, commanding officer of the *Cayuga*, and Lt.-Cdr. W. H. Willson, commanding officer of the *Crusader*.

Radiomen Repeat Hockey Title Win

Churchill Radio station retained the Fort Churchill National Hockey League title this year after repeating last year's perfect no-loss schedule.

In playoffs against Army-Air Force Combines they dropped one encounter—as in the previous season. The league, running three years so far, has teams

from the RCN; Army-Air Force Combines and civilians from Fort Churchill and the nearby town of Churchill.

Navy's International or "B" League lost the trophy to the Army despite a perfect schedule. The league includes Navy, Army, U.S. Army and RCAF. In the National League's League's ten-game scoring race, Navy's squad, coached by Lieut. (SB) W. L. D. Davidson, took six of the eight top scoring honours. AB Sandy Griffin was first with 30 points, followed by N. Senchuk of the civilian team with 28.

AB Ambrose Atkins was named most sportsmanlike player of the season.

Able Seamen George Bennett, James Gallant and Thomas Rait took top points in International League scoring. Their team was coached by CPO Gordon (Preacher) Rowe.

Ketcheson Named Boxing Alternate

AB Trent Ketcheson, a middleweight from *Naden*, was named an alternate on the boxing team representing Canada at the British Empire Games to be held in Vancouver this summer. Ketcheson was one of ten RCN fighters taking part in the boxing trials in Toronto on May 13, 14 and 15.

He was the only member of the Navy team to reach the finals and was heavily favored to retain the middleweight

AB Trent Ketcheson, of *Naden*, was named an alternate on Canada's boxing team in the British Empire boxing trials held in Toronto in May. AB Ketcheson, who won the Canadian middleweight crown in 1953, was leading in the middleweight finals but sustained a cut over his eye and the referee stopped the fight. He is shown above with PO Walter Rowan, of *Naden*, coach of the west coast boxers. AB Ketcheson was one of ten navy boxers entered in the trials.



championship of Canada he won in 1953, but sustained a cut over his eye in the first round of the final and the referee stopped the fight. His opponent, Marcel Piau, of Montreal, was awarded the fight on a technical knockout. Ringside observers considered that Ketcheson had been the aggressor and was ahead on points at the time the fight was stopped.

AB Fred (Ray) Shanks, a featherweight from *Stadacona*, reached the semi-finals but lost a unanimous decision to Buddy Pearson of Vancouver.

Second Canadian titleholder on the Navy's team was AB Fred Deegan, of *Stadacona*, who won the lightweight title last year. This year he stepped up into the light welterweight division and dropped a split decision to Hugh Lindsay of Toronto in his second bout of the competition.

Other members of the RCN team were Ord. Sea. Ron Symons, *Cornwallis*, lighthheavyweight; Ord. Sea. Joseph Aitken, *Cornwallis*, light middleweight; AB James Mullin, *Stadacona*, welterweight; AB Dan Kane, *Shearwater*, light welterweight; AB Ed Roberts, *Stadacona*, lightweight; Ord. Sea. Vernon James, *Cornwallis*, featherweight; and Ord. Sea. John McNeil, *Cornwallis*, lightweight.

Manager of the team was Lieut. (E) Frank Mackintosh, and CPO Henri Pare, of *Shearwater*, was the coach. CPO E. S. Pratt, was the trainer for the team.

LAC Vernon Tynes, RCAF Station Greenwood, made the trip with the RCN fighters and trained with them. He was knocked out by Bill Stone of Vancouver in a welterweight match.

James Hurley, formerly attached to the naval reserve at *Star*, reached the final in the bantamweight division and was selected as an alternate on the Canadian team. Gerry Boucher of the RCAF at Vancouver took the flyweight division in a split decision over defending champion Pat Supple of Toronto. Boucher was formerly in the RCN (R) at Scotian, the Halifax naval division.

Discovery Tops Whaler Events

Discovery recently won the RCN Pacific Command Regatta Trophy in whaler-pulling competitions in conjunction with the Gorge Regatta at Victoria. Results were:

Whaler competition between ships and establishments, won by *Discovery*; inter-divisional race between four crews from the *Ontario*, won by wardroom officers; inter-divisional race between four *Naden* whalers, won by Ordnance Division; young seamen's race, won by the *Ontario*; cadet competition, won by Royal Roads second division.



The Coleman Trophy for '22 rifle marksmanship, awarded annually to a member of RCN(R) or RCN who participates in Catarauqui's inter-divisional shoot, was won by PO Patrick MacKinnon, on the staff of the Kingston naval division. A large trophy is kept at Catarauqui and the winner is presented with an individual trophy. (Photo by A. R. Timothy, Kingston.)

Griffon Wrens Sweep Sports

Wrens from *Griffon* made a clean sweep at a women's inter-service sports evening in June at the Port Arthur Armoury, taking top points in badminton, volleyball, and on the rifle range.

Also taking part in the sports meet were CWACs from 115 Manning Depot, Port Arthur, who were hosts, and others from 67th LAA, Fort William.

Winners in the badminton championship were Wrens Jocelyn Ross and Marcia Dilley; volleyball, *Griffon*; rifle range, T. Zermsak and G. L. Tapio, both from *Griffon*, tied for top honours with a total of 86 points.

Hosts for the meet were members of 115 Manning Depot.

Everybody Plays, Cornwallis Rule

They don't go in very heavily for Latin at *Cornwallis*, or one might hear the new entries going around mumbling beneath their breaths: "*Mens sana in corpore sano*", which can be roughly translated "On the beam and full of beans."

Cornwallis has held aloof from the "bleacher" type of sports participation and brushes cobwebs away from weary minds with a full program of sports in the dog watches.

Sailors-in-training can qualify in an even dozen ways for the "sports award" blazer badges, centred by the *Cornwallis* crest. Competitive sports include

boxing, basketbal, hockey, water polo, volleyball, bowling, softball, track and field, soccer, diving, cross-country running and (there's some doubt about how this one sneaked in) physical training.

On the average, 50 dogwatch league games are played weekly. Each new entry division participates in four sports monthly, in addition to taking part in a boxing and a swimming meet.

The theory is that it's more fun to participate in a sport than to watch it.

Dockyard Holds Golf Trophy

The Haven Spencer Golf Trophy was retained by golfers from the dockyard at Esquimalt in early June when they defeated a team of 30 naval and civilian players from the Puget Sound Shipyard at Bremerton, Wash.

Competitions are held twice-yearly for the trophy, which has been up for competition since June, 1952.

The American team was headed by Rear-Admiral H. N. Wallin, USN, commanding officer at Bremerton, while the Canadian group was captained by Commodore B. R. Spencer, Commodore Superintendent Pacific Coast and Superintendent of the Esquimalt Dockyard.

Navy Team Wins West Coast Shoot

For the first time in the history of the Vancouver Rifle Association a Navy team won the annual Gordon Cup competition in June by defeating teams from the Canadian Scottish Regiment and the 75th Regiment.

Here are shown the three winning teams in the inter-part 22 indoor rifle competition for 1953-54 at Stadacona. Front row: CPO Walter W. Reid, Toronto; CPO Charles Mann, Lachine, P.Q.; PO John A. Knight, Victoria; Cdr. (G) Donald Padmore, Liverpool, N.S., Command Gunnery Officer, Atlantic Command, HMC Gunnery School; Wren Dorothy Gower, Victoria; CPO Robert L. MacDonald, South Maitland, N.S.; CPO John Rodgers, Ashcroft, B.C.; and PO Gery K. Dodsworth, Bedford, N.S. Back row: CPO John W. Buchanan, London, Ont.; Ldg. Sea. George Fletcher, Toronto; AB Arthur S. Goldstein, Toronto; AB William R. Hogg, New Toronto; Ldg. Sea. Donald Reeves, Kentville, N.S.; AB Frederick M. Taylor, Borden, Sask.; AB Henry A. Richardson, Vancouver; AB James F. Quee, Calgary; AB Kenneth C. Walker, Glencoe, Ont.; and PO Joseph Butler, Halifax.

CPO Walter Burch was the high individual scorer for the match with 143 points. Eileen Learoyd, of the Scottish, also recorded 143 points but Burch was judged the winner due to a higher score at 600 yards. Margaret West, shooting for the Navy, was third with 142.

Total scores were: Navy, 834; 75th Regiment, 821; Scottish, 616.

"Com" School Officers Lose

Communications School staff officers wound up the interpart bowling schedule on top of the league, only to be trundled out of the playoffs.

The school's hockey team defeated ship's company two games straight in the semi-finals of the interpart league and clashed with chief and petty officers for the *Cornwallis* championship.

Cape Breton Bows To Shearwater

Shearwater cagers beat *Cape Breton* apprentices 44-36 in a fast tilt at *Stadacona* courts early in May which had the winners astern by four points at half time. The *Cape Breton* boys started the second frame 17-13 but the airmen quickly took over to outscore their younger rivals 31-19 to win the match with a margin of eight points.

Tourney Played By Golf Clinic

Miss H. Brunsdon and Lieut. (E) M. E. Woodward won the low gross in the RCN Golf Association clinic's two-ball, mixed foursome tourney at George Vale links near Victoria on May 2.

Low net was shared by Sub-Lt. (MN) J. M. F. Moore and Constr. Lt.-Cdr. G. F. Yelland along with Lieut. (MN) S. B. Allison and Lt.-Cdr. (S) J. L. Neveu.

The tourney draw included eight foursomes, products of the winter golf clinic at *Naden*, which was formed to make the most of the early season that blesses Vancouver Island.

Yarmouth Wins Hoop Exhibition

The Yarmouth Y's Men outpointed *Stadacona* 67-64 in an intermediate basketball exhibition in the shore town early in April. It was one of the highest scoring games of the season.

Curlers Score "Eight-Ender"

Rare in a highly contested bonspiel, an "eight-ender" was scored by a rink made up of three members of *Chatham*, Prince Rupert, naval division, and an ex-Navy type, Bill Stewart, which was entered in a local 'spiel at the time. AB T. K. Prokopow was skip and other members included Ldg. Sea. W. A. Stubbs, Ldg. Sea. R. L. Creswell and Stewart.

Micmacs Winners In Night Games

In a recent visit to Norfolk, Va., the *Micmac's* softball team played two games under lights, defeating a U.S. Navy team, 7-3, and one of the local civilian teams 5-4.

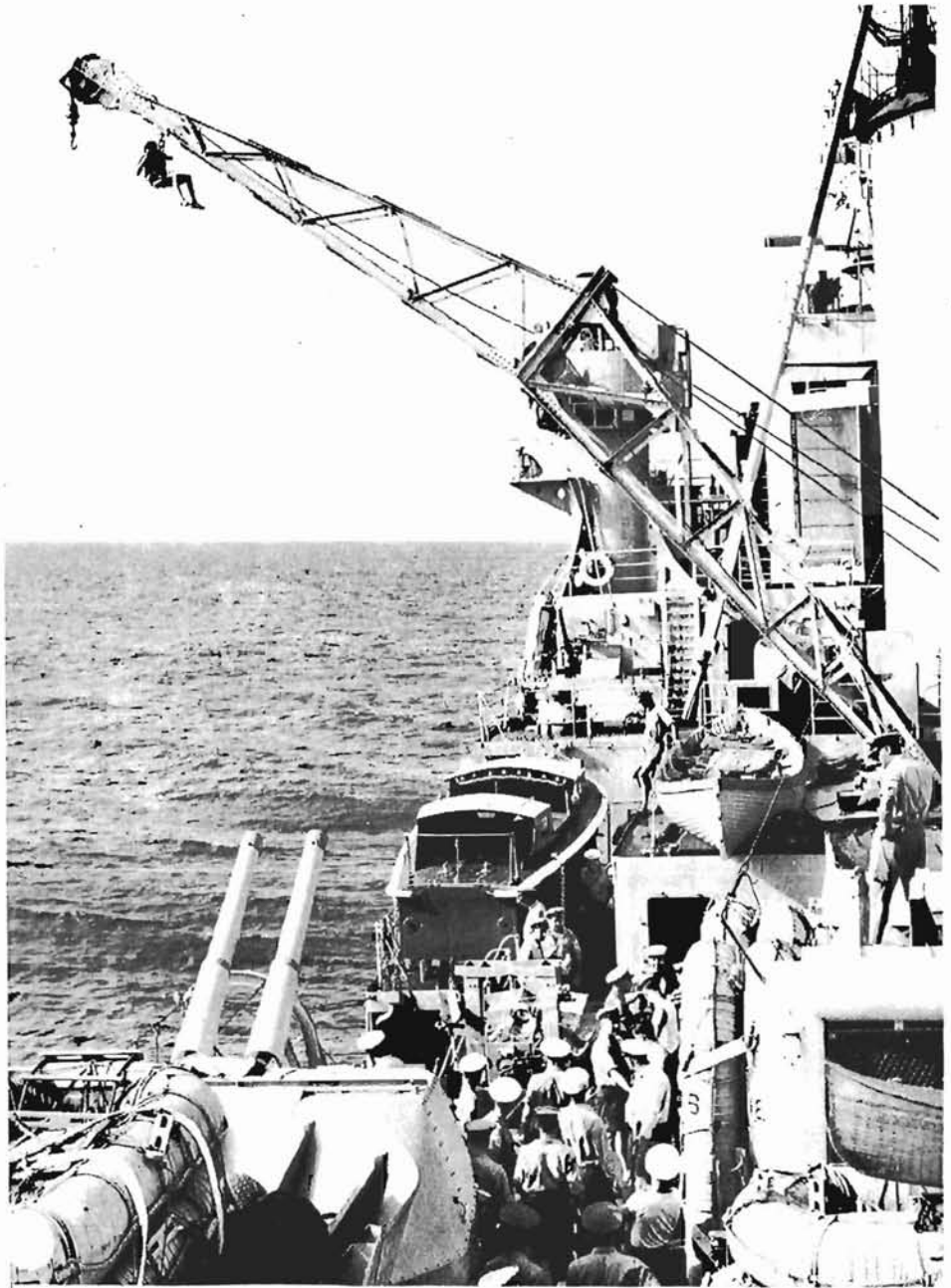
The basketball team from the ship did not fare so well, taking two decisive beatings from a U.S. Marine team.



LOWER DECK PROMOTIONS

Following is a further list of promotions of men on the lower deck. The list is arranged in alphabetical order with each man's new rank, branch and trade group shown opposite to his name.

ALTHOUSE, Archibald W.....	LSRP2	FOOTE, Peter.....	LSCR1	HADDEN, James L.....	P1AF2
AMYOTTE, James P.....	LSAC1	FOWLER, Donald M.....	P1CV2	HAINES, Edward H.....	P2CR2
ANDERSON, Ian F.....	LSCR1	FRASER, John M.....	LSLM2	HALL, Richard J.....	P2AR2
AUTON, Lyle G.....	LSRP2	FRIARS, James J.....	LSRP1	HALLAM, Frank C.....	LSAO1
BAIN, William G.....	P2CS3	GAGNON, Emery J.....	P2AR2	HARBOTTLE, Harold R.....	LSSE1
BARAGER, Eugene G.....	P2AR2	GALLACHER, John.....	LSLM1	HARLING, William T.....	P2RW3
BATSFORD, Stanley M.....	P2LR2	GAUDREAU, Patrice E.....	P2BD3	HARRIS, Joseph F.....	P2EM2
BERAKOS, Norman F.....	LSAC1	GIROUX, Joseph G.....	P2AR2	HARVIE, Robert J.....	LSTD2
BINDER, Robert C.....	P2CR2	GIVENS, John.....	LSLM1	HEWENS, Clarence.....	P2AF2
BOSCHEE, Raymond G.....	P2EM2	GORONUK, William A.....	P2CV2	HILL, Thomas H.....	P2CR2
BOONE, Joseph.....	LSRP1	GREEN, James E.....	LSRN3	HODGSON, Robert P.....	P1TA3
BOUCHARD, John R.....	LSBD2	GREEN, Ralph E.....	LSVS1	HOLT, George H.....	P2AR2
BOUCHARD, Joseph R.....	LSBD2	GREENSHIELDS, William S.....	LSQM1	HOWELL, Robert C.....	C2CR3
BOULANGER, Andre S. P.....	LSAR1	GROSETH, Robert B.....	LSLM1	HRICK, John.....	P2AA2
BOUSQUET, Joseph U. A.....	LSOM2			HUCULAK, Leo.....	LSTD1
BRANDES, Robert O.....	P2BD3			HUGGARD, Charles A.....	LSCR1
BREARLEY, Kenneth.....	LSAO1				
BRUCE, John P.....	P1PC3				
BUTTLE, Patrick S.....	LSLM1				
CANN, Kenneth D.....	LSLM2				
CARTER, Edward C.....	LSAO1				
CAVANAGH, John C.....	LSAC1				
CHAFFHEY, Albert G.....	P2RP2				
CHARBONNEAU, Roch A. J.....	P2BD3				
CHARNABY, Hugh R.....	LSQM1				
CHATTERTON, Jack.....	P1ET4				
CHAVARIE, George J.....	LSAC1				
COADE, Vincent P.....	P2RS3				
COCKRILL, Cecil R.....	C1(NQ)				
COFFILL, Hollis L.....	P1BD3				
COLLINS, William F.....	LSLM1				
COOPER, Earle L.....	P1ER3				
CORNECT, Donald.....	LSAC1				
COWARD, Robert G.....	P2EM2(NQ)				
COX, Brian L.....	P1ET4				
COYLE, Charles E.....	LSAC1				
CRAWLEY, Michael J.....	P2EF3				
CRAYFORD, Ronald A.....	LSLM1				
CRIBB, John J.....	P2EA3				
CROCKET, Harold C.....	LSRP1				
CUNNINGHAM, Robert H.....	LSQM1				
CUNNINGHAM, Ronald A.....	LSCR1				
DALY, Patrick R.....	LSLM1				
DARLING, Gilbert T.....	LSLM1				
DARWIN, Allen J.....	P1AR2				
DEAZLEY, William J.....	LSLM1				
DeLASALLE, Louis E.....	LSBD1				
DENAULT, Earl T.....	P2CV2				
DILLON, Edward J.....	P2BD3				
DINGLE, Thomas H.....	P2QR2				
DOCKSTADER, Clarence E.....	LSTD1				
DONALDSON, Ronald J.....	LSQM1				
DOPP, Donald E.....	LSRP1				
DOUBLEDAY, Harry E.....	LSTD2				
DOUCET, Giles J.....	LSCK1				
DROUIN, Roger Y.....	LSCR1				
DUBE, Joseph J.....	LSBD2				
DUGAL, Norman E.....	P2RW3				
DYSON, James A.....	P1RT4				
EARLES, William G.....	LSSE1				
EBURNE, Andrew G.....	P2RW3				
EDWARDS, Gordon C.....	P2ED3				
EDWARDS, John W.....	P1ER4				
EGGLETON, Frederick H.....	LSPR2				
EMMONS, Charles S.....	LSAA1				
FASEVICH, Mike.....	LSAC1				
FITCH, Curtin D.....	P2CV2				
FITZPATRICK, Brian J.....	LSLM2				



That's a naval photographer for you—always looking for a new angle. The "Man on the Flying Trapeze" is CPO Norman Keziere, shooting a boat-lowering sequence for a training film on board HMCS Ontario. (OT-1632)

JACOBS, Henry B. P2SW2
 JOHNSON, George E. P2TD2
 JOLLYMORE, Wallace J. LSBD2

KEATS, Edgar W. LSAC1
 KIRBY, Joseph J. P1RT4
 KNOWLES, Ralph E. P1RT4
 KNOX, James R. LSCR1
 KOBAYASHI, John A. LSRP1
 KOSTUK, Daniel L. P2CR2
 KURMEY, Eugene J. P2AR2

LAMOUREUX, John C. LSCR1
 LANE, Thomas A. LSAC1
 LANGMAN, Donald G. P2AF2
 LANIGAN, Murray A. LSRP1
 LAROSE, Edward F. LSAO1
 LAW, Ernest W. P2CV2
 LAWRENCE, Peter G. P1RA4
 LYGARD, Dalbert D. P2PH2

McCLUSKY, James C. LSSE1
 McCULLOUGH, Wilfred F. P2CV2
 McCUTCHEON, Arthur C. LSQM1
 McGUIGAN, Gerald J. LSLM2
 McKAY, Raymond D. LSSE1
 McKAY, Robert E. P2RW3
 McKENZIE, George D. LSCR1
 McKENZIE, Jack W. LSEM1
 McKINNEY, William J. LSAO1
 McMENEMY, Ernest S. P1CR2
 McNABB, Bruce W. P2AF2
 MACDONNELL, Alan A. LSLM1
 MACK, Robert G. LSCR1
 MASON, John R. P2BD2
 MEES, Charles T. LSLM1
 MERCER, Winston. LSQR1
 MERKLEY, George T. LSOM2
 MIKITKA, Robert J. LSQM1
 MILLER, Charles R. P1CR2
 MINGO, Stewart L. P2AR2
 MOLNAR, John M. LSCV1
 MOQUIN, Roderique J. LSLM1
 MORRISON, George L. LSBD2
 MUIRHEAD, Hamilton R. P1ER4
 MULRONEY, Patrick J. LSRP1
 MURDOCK, John J. LSLM1
 MURRAY, Duncan D. LSQM1

OAKLEY, John H. P2BD3
 OLYNICK, Albert G. P1CV2
 ORSER, Francis W. LSBD2

PALMER, James B. LSED3
 PALMER, Robert J. C2CR3
 PARKE, Lyle C. LSLM1
 PATTENDEN, John P. LSLM1
 PECK, Raymond. LSLM1
 PERRY, Harold E. LSAR1
 PHILLIPS, Robert H. LSCR1
 PICKERING, Charles W. LSAA1
 PILGER, Charles V. P2MO2
 PLATT, Thomas S. LSQM1
 POLLOCK, Kenneth F. P2PT2
 PREGENT, Andre A. LSAR1

RANKIN, Deneen J. LSTD2
 RATZ, Lloyd A. LSAC1
 REEVES, Wendell R. P2AR2
 REYNARD, William S. P2AC2
 REYNOLDS, Kenneth L. LSAA1
 RICHARD, Lawrence J. LSRP1
 ROSS, Norman G. LSAC1
 ROUSSEAU, Maurice J. LSCK1
 ROWAN, George W. P2PT2
 RUTHERFORD, Donald. P2RW3

SALKUS, Hilary T. P2AF2
 SAMPSON, Leo K. LSQM1
 SAUNDERS, Joseph E. P2OM2
 SAVIGNAC, Willard B. LSLM1
 SCHIVES, Thomas J. P2CV2
 SCOTT, Joseph C. P2BD2
 SCHUFELT, Keith S. P2CV2
 SINGER, Glenn A. P1TA3
 SMETHURST, William E. LSAR1



Gateway to an unspoiled world. Officers and men of the Ontario found in Tonga the idyllic South Seas of yesterday, barely touched by the encroachments of civilization and war. The massive arch of coral rock recalls a vanished primitive culture. (OT-1618)

SMITH, Stuart W. LSBD2
 SMITH, William B. P1PC3
 SORENSEN, Gerald A. LSQR1
 SOWCHUK, Alexander. P2ED3
 SPENCE, Gordon D. LSAA1
 STEENE, Ross M. P1AC2
 STEVENS, William L. LSCR1
 SUFFIDY, Roy E. P1ER4
 SWARTZ, Arthur G. LSLM2
 ST. MICHEL, Jean J. LSAA1

TEDLIE, Wendell P. LSCV1
 THERRIEN, John F. P2AF2
 THOMSON, Theodore D. LSLM1
 THORNTON, Clyde Y. LSQM2
 TUCKWOOD, Robert H. P2OM3
 TURNBULL, David T. P2QR2

VANDERBERG, Allan R. P2AC2
 VINCENT, Roy A. LSLM1
 VOTH, Harry. LSCR1

WALKER, Bruce K. LSAR1
 WALKER, Robert E. C2CR3
 WATSON, David F. LSSE1

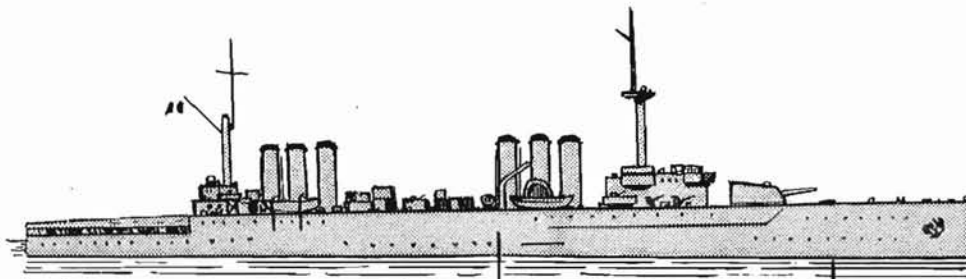
WATSON, Robert J. C2CR3
 WHYTE, Ronald L. LSLM1
 WILKINSON, Arthur G. LSRP1
 WILSON, John W. P2RN3
 WINFIELD, Norman R. P2LR2
 WITHERS, Calvin L. LSLM1
 WOOD, James E. P2RW3
 WOOLF, Ronald. P1RA4
 WRIGHT, John A. LSEA3

HIKING SAILORS DONATE BLOOD

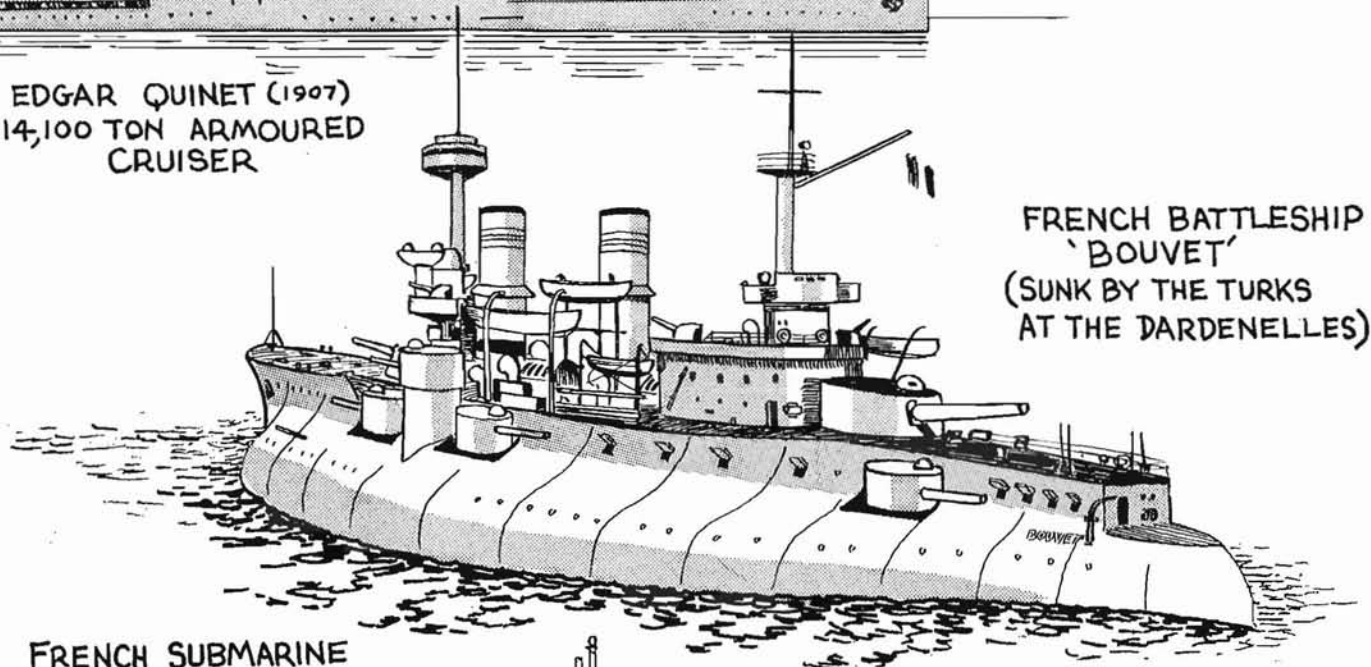
Two sailors from *Naden* hiked it about 20 miles to Sidney on Vancouver Island late in May to donate a pint of blood apiece to the Red Cross clinic in the Knights of Pythias Hall there. Red Cross officials drove the unnamed donors back to barracks.

NAVAL LORE CORNER

NO. 21
FRENCH FREAKS

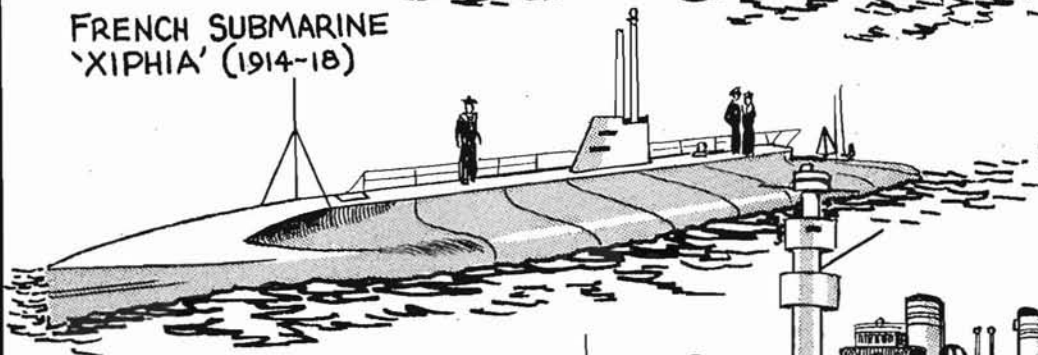


EDGAR QUINET (1907)
14,100 TON ARMoured
CRUISER

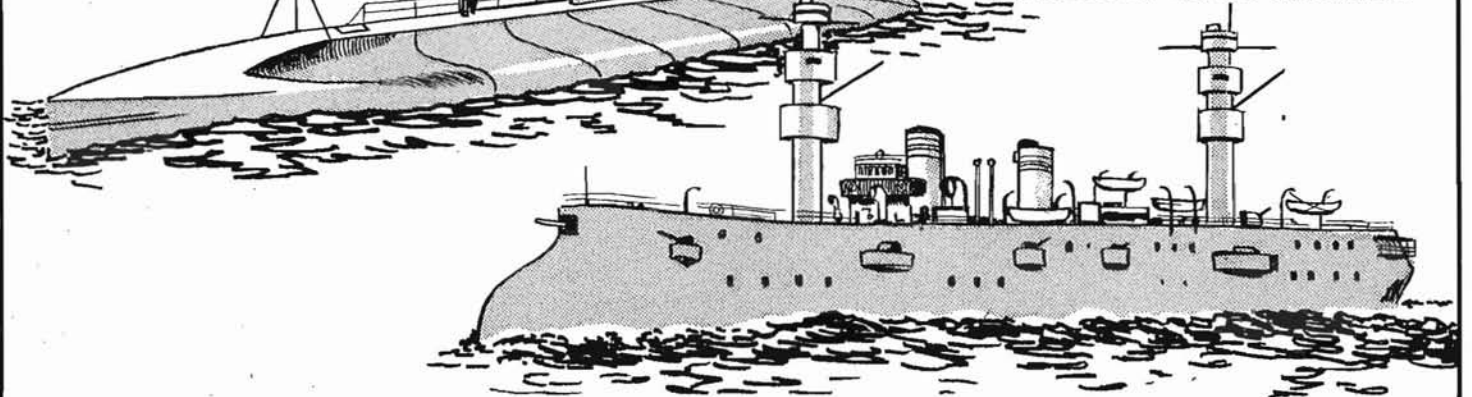


FRENCH BATTLESHIP
'BOUVET'
(SUNK BY THE TURKS
AT THE DARDENELLES)

FRENCH SUBMARINE
'XIPHIA' (1914-18)



'JEAN BART' (1898)
SECOND CLASS CRUISER





10,100-7-54
Q.P. 209342
N.P. 575-1194

OTTAWA
EDMOND CLOUTIER
Printer to the Queen's Most Excellent Majesty
1054

The CROWSNEST



Vol. 6, No. 10

August, 1954



The CROWSNEST

Vol. 6 No. 10

THE ROYAL CANADIAN NAVY'S MAGAZINE

AUGUST, 1954

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Little Albert</i>	5
<i>Forty Years of Service</i>	8
<i>Officers and Men</i>	10
<i>Boat Day at Masset</i>	12
<i>Showing the Queen's Colour</i>	14
<i>The Parable of the Ptarmigan</i>	15
<i>Hope and Help</i>	16
<i>Afloat and Ashore</i>	18
<i>Sasebo, My Sasebo</i>	21
<i>It's Done With Mirrors</i>	22
<i>The Navy Plays</i>	23
<i>The Long Road to Freedom</i>	26
<i>Lower Deck Promotions</i>	27
<i>Naval Lore No. 22</i>	<i>Inside Back Cover</i>

Cover Photo—Many hundreds of Canadians are meeting their Navy this summer as ships of the RCN, calling at cities and towns on both coasts, the St. Lawrence and the Great Lakes, in the course of their training duties, hold traditional "open house". This month's cover shows a group of delegates to the annual convention of the Union of Municipalities of the Province of Quebec on board HMCS *Quebec* at Murray Bay, P.Q. The *Quebec's* visit to Murray Bay coincided with the convention and the delegates took time off to make a tour of the ship. Conducting this particular group were PO Gaston Cournoyer and Chaplain (RC) H. M. McGettigan. (O-6938)

THE LADY OF THE MONTH

More than 60,000 miles of operational duty in the Second World War had been steamed by HMCS *Stettler* from the time she first commissioned on May 7, 1944, until she was declared surplus to naval requirements and was turned over to War Assets Corporation for disposal.

Subsequent developments showed that the *Stettler* was not so surplus after all. In 1952, she was taken in hand for conversion and she emerged early this year, practically rebuilt, with aluminum superstructure, flush deck and up-to-the-minute weapons and electronic gear for anti-submarine warfare, as she is shown on the opposite page.

In March she sailed south to the Caribbean Sea to join with HMCS *New Glasgow*, a sister modernized frigate, on the journey to Esquimalt by way of Panama Canal.

The two ships this summer have been taking part in UNTD cruises in B.C. waters and to California ports.

Negative numbers of RCN photographs reproduced in *The Crowsnest* are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Photographic Section, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Sizes, finish and the new National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

SUBSCRIPTION RATE

The *Crowsnest* may be subscribed for at the rate of \$1 for 12 issues.

Persons desirous of receiving their own private copies by mail should send their orders, accompanied by cheque or money order made out to the Receiver General of Canada, to:—

THE QUEEN'S PRINTER,
75 St. Patrick Street,
Ottawa, Ont.



RCN NEWS REVIEW

Captain E. W. Finch-Noyes, commanding officer of HMCS Quebec, places a wreath at the Copenhagen War Memorial. (QB-1340)

Buckingham to Train New Entries

The first warship to be assigned to *Cornwallis* for training purposes since Second World War days, HMCS *Buckingham*, modernized frigate, was commissioned in Montreal on June 25.

Once she has completed workups and trials out of Halifax, the *Buckingham* will be based at *Cornwallis* to provide training afloat for new entry sailors.

During the last war, when *Cornwallis* attained the status of the largest naval training establishment in the British Empire, an extensive fleet of training vessels was employed. Officers and men who served or trained there will recall the names of the destroyers *St. Francis*, *Annapolis* and *Saguenay*, the frigate *Toronto*, the Bangor minesweeper *Quinte*, the converted vessel *Acadia* and the yachts *Husky*, *Reindeer*, *Elk*, *Vison*, *Caribou*, *Beaver* and, specializing in anti-submarine training, the *Sans Peur*.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, represented the Chief of Naval Staff at the commissioning ceremony, while Ordnance Commodore W. G. Ross, Director General of Naval Ordnance, at Naval Headquarters, represented the Chief of Naval Technical Services.

The *Buckingham* is the seventh to be readied of 21 wartime frigates undergoing modernization in various Canadian shipyards.

Lt.-Cdr. John William Roberts has been appointed commanding officer of the *Buckingham* while the executive officer is Lt.-Cdr. Donald William Knox. Lt.-Cdr. Roberts formerly was commanding officer of the 30th Carrier Air

Group, while Lt.-Cdr. Knox was recently in command of the 31st Support Air Group, based at Summerside, P.E.I.

Quebec Cruises St. Lawrence

The cruiser *Quebec*, wearing the flag of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, and commanded by Captain E. W. Finch-Noyes, sailed from Halifax in mid-June on a four-week training cruise in the St. Lawrence Gulf and River and to Newfoundland.

First port of call was Murray Bay, Que., June 17-19 followed by visits to Quebec City June 19-23; Montreal, June 23-28; Port Alfred, Que., June 29 to July 2; Seven Islands, Que., July 3-5; Dalhousie, N.B., July 6-9 and Cornerbrook, Nfld., July 10-12. The *Quebec* arrived back in Halifax July 13.

The Murray Bay visit coincided with the annual conference of mayors of the Province of Quebec which opened June 18. The cruiser was open to the public at the various ports of call and at Montreal a group of civil servants employed at Naval Headquarters in Ottawa visited the ship the afternoon of June 24.

Kootenay Sixth DE to be Launched

HMCS *Kootenay*, anti-submarine destroyer escort, was launched June 25 at the Burrard Dry Dock Company's North Vancouver shipyard. The *Kootenay* is the sixth of 14 new escorts to be launched and the second Canadian warship to bear the name. Her predecessor (ex-HMS *Decoy*) during a five-week period in 1944 shared in the destruction of three U-boats.

Mrs. R. O. Campney, wife of the (then) Associate Minister of National Defence, acted as sponsor of the ship at the launching ceremony.

Present were Lieutenant-Governor Clarence Wallace of British Columbia; Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, who represented the Chief of the Naval Staff, and a number of other civil and military officials.

The *Kootenay* was the second destroyer escort to be launched at Burrard, the *Skeena* having been launched there in August, 1952. A third, the *Columbia*, is scheduled to come down the ways later this year.

Penetang Joins Escort Squadron

A wartime frigate which has been converted to an anti-submarine escort frigate, HMCS *Penetang* was recommissioned June 1 at the George T. Davie and Sons Shipyards, Lauzon, and has joined the 1st Canadian Escort Squadron.

Captain (E) John B. Caldwell, RCN, Assistant Chief of Naval Technical Services (Ships), represented the Chief of Naval Staff at the ceremonies.

Chaplain (RC) Regis Pelletier of *D'Iberville* and Chaplain (P) J. Cameron of *Montcalm* conducted the commissioning services.

Captain of the *Penetang* is Commander Breen Philip Young. The *Penetang* is the sixth of 21 wartime frigates to be modernized in various Canadian shipyards. The first five are already in service on either coast.

Following the commissioning a reception was held on the quarterdeck during

which Mayor George Kerr of Penetanguishene, Ont., presented the commanding officer with the ship's original bell on behalf of the town.

Approach Radar To Be Installed

The Royal Canadian Navy has placed an order for British precision approach airfield radar equipment for *Shearwater's* airfield at Dartmouth, N.S. The equipment is manufactured by Standard Telephone and Cable, Ltd., and will be installed by the company's engineers.

The equipment provides a ground controller at the airfield with visual and three-dimensional information of aircraft approaching the runway in use. This information—vital during bad weather—enables the controller to convey to the pilot over the normal radio telephone all instructions necessary to fly the aircraft to the approach end of the runway from where safe visual landing can be made.

The radar section of the equipment is installed in an unattended vehicle normally placed at the side of the runway facing downwind. The 50 kw radar transmitters operating in the three cm band radiate a pulsed fan beam from two aerials in the direction of the descent path. At ten miles, this represents a swept space of approximately three miles by one mile in which the aircraft can be detected. The aircraft is directed into this area by normal navigational aids. Radar echoes from the air-

A cheque for \$200 was presented to PO Richard N. Papi by Commodore H. S. Rayner on board HMCS *Magnificent* in recognition of his invention of a device to reduce the loss of bridles during catapult launchings. (Mag-5277)



craft are interpreted by receiving equipment in the vehicle and passed over the radio link to the central tower where they are presented to the controller on cathode ray tubes.

'Copter Helps in Budworm Battle

No civilian helicopter being available during the period, a Sikorsky HO4S helicopter from the Naval Air Facility at Summerside, P.E.I., stood by at Sevogle Airfields, near Newcastle, N.B., for search and rescue duties during budworm spraying operations over New Brunswick's spruce forests. The helicopter was on duty there from May 28 and on into June.

An aerial fleet of about 65 civilian aircraft was engaged in this year's operations against the spruce budworm.

Three 'Sweepers Commissioned

Three more new minesweepers were accepted during June from shipyards at Lauzon, Que., and at Port Arthur and were commissioned in the Royal Canadian Navy.

HMCS *Ungava* commissioned at Lauzon June 4 under the command of Lt.-Cdr. E. J. Semmens and has joined the First Canadian Minesweeping Squadron at Halifax.

HMCS *Trinity* commissioned June 16 at Lauzon under the command of Lt.-Cdr. A. H. M. Slater. She will also be employed in the minesweeping squadron at Halifax.

The third minesweeper to complete in June was HMCS *Chaleur* which commissioned at Port Arthur June 18 under the command of Lieut. M. A. Martin. Earmarked for Mutual Aid, the *Chaleur* will first undergo trials and workups out of Halifax.

RCN Cadets Join Virginia Exercise

Twenty-six Canadian naval cadets from 13 colleges throughout Canada underwent two weeks of amphibious warfare training at Little Creek, Virginia, and learned by practice and demonstration subjects varying from climbing ships' nets to gunfire support.

The cadets were integrated with U.S. midshipmen from the Naval Academy at Annapolis, Maryland. They trained at the U.S. Naval Amphibious Base at Little Creek, Norfolk, Virginia.

Their training in Virginia ended Saturday, June 19, when all U.S. midshipmen participated in a full-scale amphibious landing exercise which included 35 warships, with paratroopers

and strafing aircraft supporting the landing. The Canadians observed the landing from aboard various ships.

The training period began Monday, June 7, when Mayor W. Fred Duckworth of Norfolk presented the Canadians and midshipmen with miniature replicas of Norfolk's historic mace, a symbol of authority presented the city in 1754 by British Governor Robert Dinwiddie. Accepting the maces for the Canadian cadets was Cadet Captain Peter C. Fortier, of Toronto, a student at the Royal Military College, Kingston.

Officer-in-charge of the Canadian Naval cadet detachment was Lt.-Cdr. Donald S. Bethune, of the staff of the Royal Military College.

Three RCN Warships On Same Patrol

For the first time since they began their current tours of duty in the theatre, the destroyer escorts *Haida*, *Cayuga*, and *Crusader* recently sailed in company for a two-week island defence patrol on the west coast of Korea.

On their way to the patrol area the ships, under the command of Captain John A. Charles, of Victoria, commanding officer of the *Haida* and Commander Canadian Destroyers Far East, carried out a two-day series of competitive exercises, from gunnery shoots to torpedo attacks and from seaboard drills to plotting manoeuvres.

Gunnery was the highlight of the exercises and shortly after leaving its United Nations naval base in southern Japan the squadron engaged in a series of anti-aircraft and surface shoots. The *Haida* won top honours in the A/A shoot, her guns blasting three out of four targets from the air. She had knocked down 15 targets in A/A shoots in a period of two months.

Credit for two out of three of the bullseyes went to the crew of the *Haida's* three-inch-50 and specifically to the gun's director, PO Hugh Anderson, who couldn't miss. He was backed up by PO Leslie Alliker, the gun's captain, and Able Seamen William Palmerston, Thomas Wedsworth, Charles Humphries, Charles Emmons, Marcel Cloutier, Fred Pledge, and Kenneth Sams.

Following the A/A exercises, the ships let loose with their main armament on a fast-moving surface target, with honours about even for accuracy.

The next day, as they headed northward through the Yellow Sea, the destroyer escorts carried out officer-of-the-watch manoeuvres, dummy torpedo runs at each other, surface and aircraft tracking exercises and flag-hoisting drill. To round out the exercises, the *Haida* and *Cayuga* made a transfer of

documents by jackstay and all three ships carried out "man overboard" drill, with the *Crusader* making the quickest recovery.

Summer Training In Full Swing

The summer training program is in full swing and ships based at both coasts and in the Great Lakes area were kept busy during the past month on training cruises which took them to a variety of ports.

With the 30th Carrier Air Group embarked, the *Magnificent* spent the month of July in the Halifax-Bermuda area working up after an extensive electronic refit in the United Kingdom. Accompanying the aircraft carrier for plane guard duties were the *Micmac* and, later, the *Lauzon*.

The cruiser *Quebec* returned to Halifax in mid-July after a four-week training cruise in the St. Lawrence River and Gulf and to Newfoundland.

After working up following refit, the *Iroquois* sailed from Halifax, July 1, for a third tour of duty in the Far East. The *Iroquois* is scheduled to relieve the *Crusader*.

The destroyer escort *Micmac* spent most of the month working out of Halifax and sailed the latter part of July with UNTD's embarked. Ports of call included Charlottetown, P.E.I., Sept Isles, P.Q., and Quebec City.

The Algerine class coastal escorts *Wallaceburg* and *Portage* had completed their first three UNTD cruises of the season by late July and the newly commissioned frigate *Penetang* sailed on a four-week cruise to Newfoundland ports with the Lieutenant-Governor of Newfoundland embarked.

On the West Coast the cruiser the *Ontario* visited Kitimat and Kemano, B.C., July 11-16 with members of the Permanent Joint Board on Defence embarked. Upon returning to Esquimalt from this assignment the *Ontario* sailed for Vancouver for the British Empire Games.

The destroyer escort *Sioux* went into refit the first week in July preparatory to a third tour of duty in the Far East. The modernized frigates *New Glasgow* and *Stettler* spent the month taking UNTD's to sea for training. Ports of call included Long Beach, Calif., and Vancouver. The *Sault Ste. Marie* and *Cordova* visited San Diego and Santa Barbara early in the month.

The new construction minesweepers *Comox* and *James Bay*, which comprise the Second Canadian Minesweeping Squadron, were working up in the Esquimalt area early in the month followed by exercises and operations.

Queen Praises Record of Naval Reserve

THE GOLDEN JUBILEE of the Royal Navy Volunteer Reserve was magnificently marked on the Horse Guards Parade in London by Her Majesty's inspection of more than a score of British divisions and one division representing seven countries of the British community of nations.

The conjecture that some 2,000 volunteer sailors would not be very good at a shore-bound ceremonial was dispelled as the divisions marched past Her Majesty and His Royal Highness, the Duke of Edinburgh. The column, about a half-mile long, was led by the Royal Guard made up of hand-picked personnel of the RNVR's general service divisions.

Prior to the parade, London newspapers made much of the worst June weather in several years but it was hoped that wet weather would not mar the ceremony. However, it was obvious as the divisions entrained on the morning of June 12 at Portsmouth, where they had trained for three days, that the sky was fickle and some rain, at least, was inevitable.

The parade formed up at 1405 in Wellington barracks and marched to the Horse Guards Parade via the Mall. Queen Elizabeth, wearing a canary-yellow raincoat and a blue hat, and the Duke of Edinburgh, in uniform as Admiral of the Fleet, entered Horse Guards Parade by the Whitehall entrance at precisely 1455 as scheduled.

Senior officers of the RNVR were presented to Her Majesty by the First Lord of the Admiralty, The Rt. Hon. J. P. L. Thomas, immediately in front of the dais. Presented were Vice-Admiral A. K. Scott-Moncrieff, Admiral Commanding Reserves; Commodore C. A. R. Shillington, Commanding Ulster Division,

RNVR, and Capt. J. A. Creed, Commanding London Division RNVR, the parade commander.

The Queen then proceeded to the dais, the Royal standard was broken, a salute by the Royal Guard and the National Anthem was played by the massed Royal Marines Band. The fly-past of some 100 aircraft of the RNVR was cancelled because of the heavy weather.

After inspection of the Guard by the Royal couple, they returned to the dais where a brief service of dedication and remembrance was conducted by the Chaplain H. P. Chappell.

High point in the ceremony was when Her Majesty (by this time covered with an umbrella) and H.R.H. the Duke of Edinburgh drove around the divisions in a "Land Rover".

Lieut. E. S. B. Connolly, 77-year-old retired RNVR officer from Bowen Island, B.C., had a short chat with the Queen as she passed in front of a line of veterans to the left of the dais. Lieut. Connolly, who went to the United Kingdom for the occasion with the Canadian contingent aboard the *Micmac*, was captain of an anti-submarine motor launch during the First World War and is a Boer War veteran as well. It was his first visit to the United Kingdom since 1919.

In her address to the parade, Her Majesty deemed it fitting that a Commonwealth division of naval reserves should be represented. She spoke of the RNVR's service in Two World Wars and their "eloquent record", indicated by nearly 5,000 awards for gallantry. Her Majesty concluded her address with the traditional order to splice the mainbrace. The parade responded with three resounding cheers.

Her Majesty and the Duke of Edinburgh returned to Buckingham palace via the Horse Guards Approach and the Mall.

The fiftieth anniversary celebration was concluded in the evening by an RNVR officers' dinner at Greenwich at which the Duke of Edinburgh toasted the RNVR as a most vital part of modern naval warfare.

Three officers, two Wren officers, three Wrens and 23 men (chosen from each division across Canada) represented the RCN(R). Other Commonwealth units represented, in much smaller numbers, were Australia, New Zealand, Hong Kong, South Africa, Malaya and Sierra Leone in West Africa.—S.K.L.

RCN(R) Contingent "Second to None"

Pride in the showing of the RCN(R) representation at the RNVR Jubilee Review in London, England, in June, was expressed in a message addressed to naval divisions across Canada by Commodore K. F. Adams, Commanding Officer Naval Divisions.

The message read:

"It has been reported that the appearance and deportment of officers, men and Wrens comprising the Canadian contingent to the RNVR Jubilee Review was second to none.

"I should like to congratulate each participant upon this excellent showing."



Little Albert

by E. H. B.

AS REUNIONS go, it was a very small one.

There were Lt.-Cdr. P. A. R. Thompson, DSC, RCNVR, Lt.-Cdr. Robert F. McRae, RCNVR, Little Albert and myself.

It was Little Albert, actually, who brought us together again. McRae, Thompson and myself had a lot to say. Little Albert didn't say a word . . . but then, he was born speechless and remained dumb through his brief life and stayed dumb even although, in his peace-time reincarnation, he has become in turn, a television star, a West End of London stage star and now is touring Canada as a film star.

McRae, Thompson and myself (and a handful of other Canadian naval officers) first met Little Albert in a German prison camp. We were there through the misfortunes of war. Little Albert was born there.

I know, because I helped in his birth. Didn't need any midwifery, either.

The first I heard of Little Albert was when a young RNVR lieutenant (John Worsley) came into my room one night and diffidently asked me whether I should like to chew up some paper.

It seemed a strange request, but in prison camp one gets used to strange requests so I didn't raise any objections and just asked how much paper he wanted chewed.

"Quite a lot, I'm afraid," he answered, "we want to build Albert's face."

For a couple of nights the fellows in my room and myself chewed up the German newspapers we were allowed until we had a presentable pile of *papier mâché*. Come to think of it,

those nights were about the most peaceful we had in that room for the whole prison time period. No nattering at all . . . just chewing.

Worsley, by the way, is now a top-notch British artist and even in those days had made quite a mark for him-

self. He did some black-and-whites of Canadian POWs which are still, I hope, in the RCN archives. He also did portraits (their canvasses were stolen German bed-sheets and their paints were provided by that greatest of life-saving organizations, the Red Cross) of our three camp VCs. Those hang today in the Imperial War Museum, I believe.

Worsley conceived Albert as a stand-in for escaping prisoners.

He built a wire frame for head and shoulders, and on the frame built up a head and face from the *papier mâché* provided so nauseatingly by us. Hair for the head and eyebrows came from fellow prisoners. The eyes were ping-pong balls (I am not sure, but I think we had to thank the Salvation Army for them) which were pivoted into the framework so they would blink most realistically. There was a hole in the mouth to hold a lighted cigarette. He was painted with the consummate skill which Worsley possessed.

ON THE FRAMEWORK could be hung a pair of trousers, with boots at their leg cuffs. Over the framework could be draped an overcoat, its sleeves terminating in gloves, and a muffler filling any gaps at its collar. Given these items of clothing and a cap atop his head, Albert looked a most presentable *kriegesgefangenner* (I think that's the spelling, but I refused to learn German at any time so cannot be sure). It means, as you may guess, prisoner of war.

Albert served a double purpose. He assisted prisoners to escape.

THE AUTHOR

The story of "Little Albert", as it appears on these pages, is told by Lt.-Cdr. (SB) Ernest H. Bartlett, RCN(R), (Ret.), author and newspaper and magazine writer, who is features editor of The Telegram, Toronto daily newspaper. "Bart", as his friends know him, has loved the sea and the naval service since before he joined the Royal Navy at the age of 15 in Plymouth, England, his birthplace. He has been a Toronto newspaperman for the past 30 years, except for the four years he served with the Royal Canadian Navy as an information officer. He went ashore with the landing flotillas of the RCN during the invasion of Sicily in 1943 and was listed as "missing on active service, presumed lost". That is how he came to have first-hand knowledge of one of the most ingenious escape episodes ever to occur in a prisoner-of-war camp. The pictures accompanying the article are from the film "Marlag 'O' Prison Camp", which is being distributed in Canada by International Film Distributors.

He stood in for them for a certain number of the thrice-daily parades on which we were counted, so that their escape would not be detected too soon.

The modus operandi was really simple but, like most simple things, worked exceptionally well only because those who developed it trained thoroughly and thoughtfully to carry it through.

Once a week, under the blessed Geneva Convention, we were entitled to a hot shower. The bath-house was outside the camp, about half-a-kilometre-or-so (550 yards) away, and our weekly visits to it were the only times we were allowed outside the wire.

We were paraded in parties of 40 (that number was chosen because there were only 30 showers available!) and counted twice on our way from the camp. Then we were marched to the bath-house and there counted again before we went inside.

The same procedure was followed, in reverse, on our return.

The bath-house provided a marvelous jumping-off spot for an escape. The problem, of course, was how to march 40 men into it, leave one behind to make his escape, and still march 40 men out.

THAT IS WHERE Little Albert came in.

When the bath-party assembled to leave the camp, Little Albert was one of their number. In pieces, of course, but he was there. His head and framework were slung beneath a man's legs, hidden from view by the greatcoat his carrier wore (nearly all of us wore them, incidentally, both for warmth and also as cover for the Albert carriers). Another officer would wear an extra pair of trousers, another a scarf, two others would carry a spare boot each. Albert, although dismembered, was complete each time he set out.

Once inside the bath-house, Albert quickly came to life. As I remember him, and I think my memory is actually a little more true than the film in which he is now starring, his shoulders hooked into grommets sewn on the shoulders of the two officers who were to bear him. Then he was draped with his clothing, a cigarette was stuck into his mouth and Albert was ready for the count.

The escapee stayed behind in the bath-house. Albert, borne between two comrades, and with all others of the bath-house party milling around most convincingly (and confusingly) between him and the guards, made the bath-party up to the correct and thrice-counted 40 men.

Looking back on it, it seems incredible that he could have been so good. Pete Thompson says that he thought Albert's face was always a bit too shiny to be completely natural. But hell, mother, we didn't have any face powder! On the other hand, Bob McRae recalls with glee that on several of the occasions on which Albert paraded he (Bob) was unable to pick him out.

Neither McRae, Thompson nor myself is sure how many prisoners Albert helped on their way. I thought it was seven, the others vary between two and five. None, for that matter, of the escapees actually got back to England via the Albert route. We had some successful escapes but they, as Kipling used to write, are another story.

ACTUALLY, even if Albert's escapees were not completely successful, he and they did a grand job between them. The Germans were never, to my knowledge, able to relax their vigilance or (much more important in the days when they were crying for manpower) able to reduce the number of guards they needed to keep us pent.

That, of course, is about the only way a prisoner of war can keep fighting the war . . . by holding down enemy manpower. I like to think that Marlag O did that, and did it right up to the war's finish.

Albert's tour of duty finally came to an end and he died in a blaze of glory.

Thompson and myself were in his farewell party. It was obvious, com-

ing back from the bath-house, that the guards were wise. One of them kept muttering "masker, masker" (the spelling is phonetic because, as I said earlier, I refused to make any effort to speak, much less learn, German) but the word to me was ominously self-explanatory. If they knew we had a mask they must know we had Albert.

We were marched into the German compound and trapped between the barbed wire surrounding the whole camp and the barbed wire surrounding our sector. There we were stopped for a man-by-man search.

Albert was quickly jettisoned and so was most of his clothing. Some of it was left lying on the ground, but some was saved. I remember with joy one of the lads, with a covering screen of fellow-prisoners, struggling into Albert's trousers and successfully passing the search with them on over his own.

None of us wanted to have Albert's head too close to us when he was discovered so, rather ruthlessly, we dribbled him from foot to foot until he finally rolled beneath the steps of the German office outside which we had been halted.

He struck his last blow even as his head rolled in the dust.

A German guard coming down the steps saw what he thought was a bodyless head blinking its eyes up at him and let out a most unsoldier-like shriek. We felt very proud of Albert then!

There are, to me, two delightful tail-pieces to this true story.



THE GERMANS provided one. They were so impressed by Albert that they gave him a farewell parade all of his own. They rigged him up as we had been wont to do, and marched him through the nearby village of Westertimke so that the civilian populace could see him. That did a lot for our morale.

The second tail-piece was given me by Bob McRae at the reunion with which I started this story. He told me that the German who had shrieked was one Franz, the guard at his hut. Franz, for "discovering" Albert, was given leave . . . and a medal. He was wearing his medal when he returned to duty and the told the POWs how he got it. McRae (he is now a Professor of Philosophy at the University of Toronto, and, incidentally, still serving the Navy as CO of the Toronto UNTD) and his hut-comrades convinced Franz that it was "damn bad form" to wear the medal. Poor Franz took it down!

Now, in conclusion, to explain the reunion. The International Film Distributors invited Thompson, McRae and myself to a preview of the film "Albert, RN" which is being shown in Canada under the title "Marlag 'O' Prison Camp".

It was a grand opportunity to get together and to see Albert again. Just the same old Albert, even in his re-birth, because he has the same creator.

John Worsley duplicated him for the film.

For those of you who were at Marlag there will be a lot of memories recalled. The settings are superbly authentic. And, even dramatized as they are, I think you will say of some of the characters . . . "why that's so-and-so, the old blankety-blank".

For those who were not there, I must point out that prison life was not *exactly* like that. But close enough to make the film well worth seeing. The film story of course is fiction founded on fact. Those of us who were at Marlag have the right, I feel, to glory in the fact.

The fiction is quite palatable.

Except, perhaps, for the role given the film creator of Albert. Just for the record, Worsley was not that type at all. I know Worsley as a brilliant artist and as a friend and as a fighting man much to be admired. When captured he was doing one of the riskiest jobs of the war, and doing it well. Guy Morgan, who was doing it with him, was severely wounded during their capture. Morgan came to prison camp just long enough to be in on the birth and death of Albert and then to be repatriated, eventually to write the story on which the film is based. I'm very glad he did . . . I feel the epic of Albert is one of which the Service should be proud, and which the film will help write into tradition.



WREN ELIZABETH PATERSON

WREN HIGH SCORER IN .22 SHOOTING

Malahat's top .22 rifle team for the second successive year won the Naval Divisions Indoor .22 Rifle Competition with an aggregate of 5,562 out of a possible 6,000, which breaks down to a monthly average of 463.5 and an individual average of 92.7. CPO W. C. Burch is team coach and captain.

The Victoria naval division's high average for 1953 went to Wren Elizabeth A. Paterson and the most improved shot was Wren M. J. Dodsworth.

Wren Paterson entered the RCN(R) in 1951. She first created a stir when she posted a 97 out of a possible 100 on a DCRA target in her third turnout there, although her only previous sharpshooting was with a BB gun as a youngster. She went on to win *Naden's* 1952 Christmas turkey shoot. Her high average for last year was 95.

She was one of the RCN(R) contingent of 45 officers and men who took part in RNVR Jubilee celebrations in the United Kingdom this June.



Planes Intact on Sunken Carrier

Reuters news agency reported from Sydney, Australia, in June that a diver had found a sunken Japanese aircraft carrier with about 20 aircraft still intact on her deck 80 feet below the surface of Rabaul Harbour, New Britain.

The diver said the carrier, of about 12,000 tons, had apparently been bombed or torpedoed but the planes appeared in quite good condition.

Forty Years of Service

Rear-Admiral Creery
Began Career in
1914 as Cadet

by Stephen Franklin
in The Ottawa Journal

A quiet-spoken sailor swivelled round in the vice-chief of the naval staff's chair one day this week in Ottawa and through the reflective haze of pipe smoke recalled old ships and past voyages.

He told intriguing tales of a fateful letter to Admiral Darlan that was never delivered; of one of the strangest wartime collisions at sea; of a tense moment confronting the Japanese on the allies' return to Hong Kong.

But his story was also very much the story of the Royal Canadian Navy itself.

For Rear-Admiral Wallace B. Creery, CBE, (and he alone of the 17,000 and more officers and men of today's Navy) can look back on 40 years service almost to the beginning of the RCN.

And how different Canada's Navy was then, and for many years afterwards, he said.

"In one's younger days it was an extremely shaky concern, unloved and unwanted for the most part by the country", said the soon-to-retire vice-chief of naval staff.

"Now it is a really going concern which has proved itself in war; which is fast becoming known to the country and also, I believe, becoming wanted and loved.

"Now one really has the feeling that it is an essential part of Canada's life".

When on August 3, 1914, the Vancouver-born boy first went as a 14-year-old cadet to the Royal Naval College at Halifax, things were very different.

Canada's tiny navy, then only five years old and boasting only two vessels, the *Niobe* and the *Rainbow*, was both a political football and the butt of newspaper cartoonists.

The only incentive given him and his fellow cadets was that the top eight in the class would be offered commissions in the Royal Navy. As it happened there were only eight in the class of '14.

When in February 1917 Midshipman Creery and his friends were ready for war and sea, a sudden telegram offered them commissions in the RCN at \$2 a day or the RN at five shillings and sixpence. They plumped for the RCN.

Midshipman Creery joined the cruiser *Roxborough* in the West Indies, sailed

for New York where Marshal Joffre and Balfour were discussing America's entry into the war and proceeded to pick up the first convoy across the Atlantic.

The post-war years were difficult ones for the RCN. In 1922 an overnight decision was made to pay off the one cruiser and two submarines earlier transferred to Canada by the Admiralty.

The RCN was left with two destroyers and four trawler-minesweepers. The same year the navy's strength dwindled to a total complement of 366 officers and men.

But despite the extreme precariousness of their careers, the RCN's then senior officers—a handful of lieutenant-commanders and one commander—stuck with it.

"Never enough credit has been given to them for what they did during those very discouraging years," Admiral Creery told *The Journal*.

"A tremendous debt is owing to those men who stuck it out because they had an absolute conviction that Canada must have a navy", he said.



REAR-ADMIRAL WALLACE B. CREERY,
CBE, CD, RCN

What ships the RCN did have were operated on a slim budget. So slim, Admiral Creery recalled, that when he was aboard the destroyer *Patrician* on a cruise to the West Indies "money was so tight we had to shut down as soon as we entered harbour and rely for the ship's lighting on oil lamps".

The heat, the insects and the smell of the oil lamps drove them almost crazy.

"This country was not one darn bit navy-conscious then," said Admiral Creery.

When war broke out in 1939 Creery was in command of the destroyer *Fraser* and they were showing the flag for the Vancouver exhibition.

An hour and a half after they received their orders, the ship put to sea and 14 days later steamed into Halifax.

Within 48 hours Creery sailed as escort to the second convoy of the Second World War.

The *Fraser's* commander and his men worked their heads off in those early days.

When Holland was invaded they carried troops from Jamaica to threatened Curacao and as the Dunkirk withdrawal began they docked at Devonport.

They rendezvoused with the ill-fated *Hood* and escorted the *Queen Elizabeth*, the *Queen Mary*, the *Mauretania* and the *Empress* of Australia laden with Australian and New Zealand troops to the safety of the Clyde.

Then came a signal to proceed with utmost despatch into the Bay of Biscay and make for St. Jean de Luz to cover the evacuation of civilians and a large part of the Polish Army.

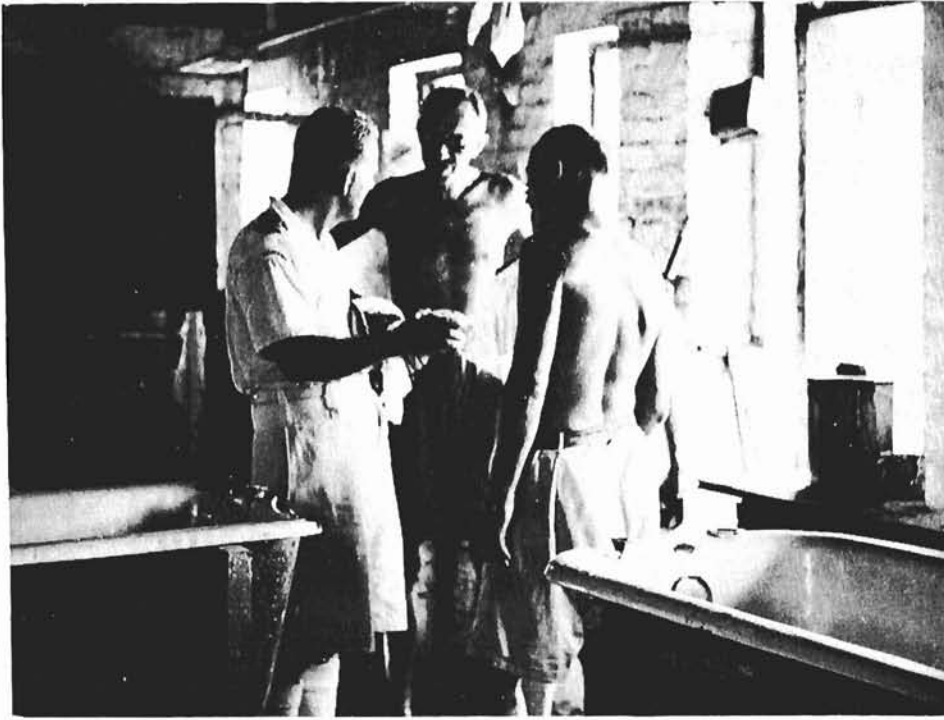
It was Sunday and raining. The *Fraser* plowed through the sea at a steady 34 knots.

Creery was given a long secret hand message and told to deliver it to the British Ambassador to France, Sir Ronald Campbell, whom he was to pick up together with Canada's envoy, Major General G. P. Vanier, near Arachon.

He found the two diplomats and their staff lying offshore in a small sardine boat "seasick and wet as the devil".

They were picked up, given hot soup and a turkey dinner—and the letter.

It asked the ambassador to send one of his aides back to Vichy France and



Rear-Admiral (then Captain) Wallace B. Creery was commanding officer of the anti-aircraft cruiser *Prince Robert* when the Canadian warship reached Hong Kong for the official surrender of the colony by the Japanese. He is shown chatting with freed prisoners of war. (PR-432).

make a last appeal to Admiral Darlan to turn the French fleet over to the allied cause.

Sir Ronald looked at the letter for a long time, then said no. He felt it would be of no avail.

The *Fraser* was next despatched to chivvy merchant ships into the pocket-handkerchief-sized harbor of St. Jean de Luz near Biarritz, to take aboard the last of those fleeing the Germans before the Nazi-Vichy armistice expired at one p.m. that day.

When an armoured car and a field gun appeared on the hill overlooking the harbour, the evacuation was called off and the ships steamed northwards toward the British coast.

It was at 10.30 that night that the *Fraser* was cut in two by the British cruiser *Calcutta*.

The bow of the cruiser cleaving through the side of the Canadian destroyer picked up the *Fraser's* bridge and "monkey's island" where Creery and six of his men were standing.

In the dark the commander and his men did not know what had happened as they were flung to the deck.

"I got up off the deck and to my amazement found we had righted ourselves.

"Then I realized I couldn't see B gun ahead of me. I looked a bit harder and saw instead the fo'c'sle of the *Calcutta*.

"Our bridge was perched on the stem of the cruiser. It was an extraordinary escape."

The two halves of the destroyer stayed afloat some time and all but 48 of the crew and 18 passengers were picked up alive.

Commander Creery, as he then was, came back to Canada to take up a number of shore appointments and it was not until 1945 that he sailed again, to the Far East in command of the anti-aircraft ship *Prince Robert*—a converted CNR Pacific Coast steamer.

In Sydney, Australia, he joined the task force under Rear-Admiral Harcourt that was slated for a crack at Japan proper—but the atom bombs came first.

Instead the *Prince Robert*, which had earlier in the war carried Canadian troops to death or captivity in Hong Kong, sailed there once again to take the survivors out.

They were met at Kowloon, on the mainland side of Hong Kong, by a wharf-full of Japanese soldiers—all armed.

After a landing party had had some trouble getting them to disarm, Creery himself stepped ashore with the largest member of his crew sporting a Sten gun.

It was a tricky situation, since there were 14,000 Japanese soldiers there and the best the Navy could land was 1,000 men.

But the irate Japanese officer in charge finally gave up his arms and the situation was in hand.

NAVAL FIRE LOSSES SHOW BIG DROP

A vigorous fire prevention program, supported by lectures, posters and other educational activities, was credited by Lt.-Cdr. (SB) W. J. Simpkin, Director of Fire Fighting and Chief Fire Officer, with bringing about substantial reduction in fire losses in naval shore establishments and ships in harbour during 1953.

In his annual report, Lt.-Cdr. Simpkin happily was able to report that the RCN did not have a single major fire last year. As a result, total fire losses dropped from \$349,660 in 1952 to \$25,791 in 1953.

At the same time, the Director of Fire Fighting tempered his report with the declaration that "... all fires are preventable and most can be prevented by greater vigilance and fire consciousness..." In other words, he would not be satisfied until there were no fires at all.

While fire losses were down by nearly \$325,000, the number of actual fires was up, from 230 to 347.

The report drew particular attention to the number of fires attributed to careless smokers. There were 102 of these, representing a loss of \$13,294, more than half the total naval fire damage. In 1952 the figures were 68 and \$1,103.

During 1953 there was a total of 46 fires in HMC Ships, causing a loss of \$9,177. The 1952 figures were 28 and \$13,480. Principal causes of fires aboard ship in both 1953 and 1952 were welding and acetylene torches and electrical faults. Six fires resulted in 1952 from torches, with a loss of \$11,100. Last year torches were responsible for 14 fires, with a loss of \$7,895. In 1952 there were 14 electrical fires with a loss of \$2,380; in 1953, 14 electrical fires cost \$407.

The post-war years found Admiral Creery in command of the naval college at Royal Roads, BC, in Ottawa as Chief of Naval Personnel, out in British Columbia again in 1950 as Flag Officer Pacific Coast, and in January 1953, Vice-Chief of the Naval Staff in Ottawa.

When he retires on August 3, the 54-year-old admiral may return to his native city or stay in Ottawa and look for a job.

Behind him in the Royal Canadian Navy he will leave a son, and memories which range through most of the early history of the service.

OFFICERS AND MEN

Class Gives Blood For Instructor's Wife

A splendid example of loyalty to a shipmate was displayed at HMC Gunnery School recently when one of the instructors' wives required blood transfusions as the result of post-natal complications.

Members of the fifth AA2 Qualifying class, on learning that their instructor, CPO George M. Perigo, Orillia, Ont., had been forced to draw blood from the Red Cross bank for his wife's transfusions, took action on their own.

Volunteering to a man, the class donated its blood, which more than replaced the amount used to assist Mrs. Perigo. Both CPO and Mrs. Perigo expressed their sincere thanks to members of the class for their unselfish gesture.

U.S. Decoration For RCN Flyer

Her Majesty, the Queen, has been graciously pleased to grant permission for Lt.-Cdr. Joseph James MacBrien, 29, of Toronto and Ottawa, to wear the United States Decoration of the Distinguished Flying Cross, it was announced by Defence Minister Brooke Claxton.

The award was made for his services while flying a Panther jet fighter in the Korean war theatre from USS *Oriskany* (aircraft carrier) during an exchange appointment with the U.S. Navy which began in March, 1952.

Lt.-Cdr. MacBrien, the first RCN Officer to receive the United States DFC, was cited for "extraordinary achievement" on February 1, 1953, while leading a flight of jet aircraft from the carrier in an interdiction raid against a Communist supply, storage and warehouse area near the town of Pukchong on the vital enemy east coast supply route. He accomplished the mission despite marginal flying weather and heavy anti-aircraft fire with "courageous leadership and outstanding demonstration of pilot skill".

Lt.-Cdr. MacBrien joined the RCN as a cadet in 1942. During the Second World War he served in British and Australian warships in the Pacific, and was navigating officer of HMCS *Crescent* (destroyer) in 1945-46. He commenced flying training in 1946, receiving his wings the next year.



LT.-CDR. J. J. MacBRIEN

In March, 1952, Lt.-Cdr. MacBrien began his exchange appointment with the USN, eventually flying Panthers in fighter squadron 781 on board the *Oriskany*.

The carrier joined Task Force 77 off Korea's east coast in November 1952, and during the next six months the Canadian flew 66 sorties over Korea, about 50 of these being ground attack strikes against billeting areas, industrial centres, rail installations and power plants.

In December of that year he took part in the biggest carrier strike of the Korean war to that time, the planes hitting four large North Korean rail junctions, one of them on the Yalu river on the border of Communist China. One place, Hysinjin, was almost completely destroyed.

Lt.-Cdr. MacBrien returned to Canada in the summer of 1953 and subsequently took a Royal Naval staff course in the United Kingdom. He was promoted to his present rank in January, 1954, and joined the staff of the Assistant Chief of Naval Staff (Air) at Naval Headquarters on April 26.

Toronto NOA Names Officers

The Toronto branch of the Naval Officers' Associations of Canada is headed for 1954-55 by J. B. Goad. J. A. McAvity and T. A. Welch are vice-presidents.



Pictured here are the members of the 28th Officers' Divisional Course held at Cornwallis from May 26 to June 7. Front row (left to right): Lieut. (P) Alvin Mehlhoff; A/Cd. Writer Officer G. L. Anders; Lieut. L. J. Parry, course officer; CPO D. E. Graves, course instructor; A/Cd. Ordnance Officer R. V. Courtney, and Lieut. (S) E. J. L'Heureux. Centre row: Lieut. (P) G. E. Pumble; Lieut. (S) J. O. Duffy; A/Cd. Ordnance Officers K. J. Province and W. E. Bell; A/Sub-Lt. T. C. Arkell; A/Lieut. (E) Kenneth Branegan; Lieut. (P) L. H. Caslake, and A/Cd. Ordnance Officer W. M. Pitts. Back row: Sub-Lt. R. A. G. Coombes; Sub-Lt. M. I. Dunkerley; A/Lieut. (S) K. F. Johansen; A/Cd. Ordnance Officer A. R. Lee, and Sub-Lt. (L) R. N. Smith! (DB-4230)

Other officers are N. M. Simpson, secretary, and William Tennent, treasurer.

Chairmen of standing committees for the year are: John Andras, annual dinner, with Murray Stewart as vice-chairman; J. C. Maynard, co-ordinator; T. D. Kelly, counselling; D. W. Best, membership; Bart Ellis, publicity and public relations; W. A. E. Sheppard, Sea Cadets, with O. B. Mabee as vice-chairman; R. M. Gaby, smokers, panels and forums, with V. C. Blackhall as vice-chairman; W. A. E. Sheppard, sports, with Hugh Brown as vice-chairman; D. C. Morton, summer dance, with Charles Thompson as vice-chairman, and A. R. E. Coleman, telephone, with R. G. C. Kelly as vice-chairman.

The Trafalgar Ball committee is headed by T. Alan Welch, who is assisted by J. M. Aikenhead, R. J. Boxer, L. N. Earl and R. C. Pearce.

Interest in York Boys' Club Keen

Excellent progress is reported by the HMCS York Boys Club, which was formed during the winter to arouse interest in the Navy way of life and promote good fellowship among boys in their early teens.

The club has been under direction of Lieut. B. A. L. (Bill) Ewens, director, CPO Frank Hopkins, and AB H. J.

Patience Earns Golden Award

Patience has its reward—even though it may be a long time in coming.

The little drama illustrating this lofty observation took place on the shores of the Welland Canal near St. Catharines.

Three ships based on the Great Lakes, the *Digby* from the Great Lakes Training Centre at Star, the *Reindeer*, tender to York, and the *Beaver*, tender to Star, were returning to their home ports from the International Tugboat Race at Windsor.

It was a Sunday afternoon and the weather was well up to the standard laid down in the Provincial Government travel booklet. It was this last factor that figures prominently in our playlet.

The commanding officer of the *Beaver* had removed his cap to soak up some of the sunshine. His limited sunbath went unnoticed by the laymen on shore, but it did not escape one person who had obviously been schooled in the ways of the Navy.

In a voice that came clearly across the water, he admonished the commanding officer in this fashion: "Hey captain, put your cap on. You're out of the rig of the day".

There followed a brief pause for dramatic effect, perhaps—and then, in a tone radiating satisfaction: "I've been waiting six years to say that".



Seeing that the equipment essential to an ultra-modern aircraft carrier is installed according to plan in the *Bonaventure*, under construction for the RCN in Belfast, Northern Ireland, is the job of the Principal RCN Technical Team. The ship, due to commission in 1956, will have such features as the angled deck and steam catapult. The technical team, which is on hand to advise the builders on peculiarly Canadian details and to give "on the spot" approvals in certain cases, is pictured here. Front row (left to right): Lieut. (L) E. R. Harper; Lieut. (S) A. S. Bronskill; Lt.-Cdr. (P) B. L. Hayter; Cdr. (E) R. J. McKeown, Principal RCN Technical Representative (*Bonaventure*); Constr. Lt.-Cdr. D. I. Moore; Lieut. (L) W. B. Christie, and Lieut. (E) D. R. MacInnis. Second row: CPO J. J. Currie; CPO A. M. Dickson; PO Ronald Lowden; CPO M. J. Bolduc, and PO G. J. Chouinard. Inset: CPO A. P. Graham (left) and CPO Richard Lea. (Mag-5444/132)

Hanson with PO T. H. Elwood as Secretary Treasurer.

The nucleus of membership was drawn from some of the members of the ship's company and has been spreading to their friends, since any boy in his early teens is eligible.

The club meets at York on Saturday mornings and members engage in a wide variety of activities. These include wood-working, model-building, games and seeing films of general interest and sports. A display of their handiwork was shown during York's Open House in May.

From a small nucleus of a half-dozen boys the membership has already grown to 35 and is expected to continue growing. Official looking membership cards have been printed and will be awarded to each member when he attends six consecutive Saturday morning meetings.

Retiring Chief Aids Museum

The interest in naval history and tradition, born of a quarter century of service, has been expressed by CPO E. Ronald Nutter, 47, in the closing months

of his RCN career by taking an active part in setting up the Naval Maritime Museum at Esquimalt.

After July 6, his retirement date, CPO Nutter's activities were to be directed to the raising of Great Dane dogs and the operation of a holly farm in the Victoria area.

Born in England, CPO Nutter joined the Royal Canadian Naval Volunteer Reserve in Regina in 1929, after a year with the Royal Canadian Mounted Police.

He entered the Royal Canadian Navy in 1930 and spent the years until the outbreak of the Second World War in various ships and establishments of the Royal Navy and the Royal Canadian Navy.

Transferred to the sailmaker branch early in the war, he spent several years in St. John's, Newfoundland, in the old Bowring Sealing Sheds at his trade. He served also in HMCS *Chatham*, Prince Rupert; Esquimalt, and *Protector II*, Sydney, N.S.

His retirement from the service leaves only five men in the once-populous sailmaker branch.

HALF-YEARLY PROMOTIONS LIST

The names of 32 officers were contained in the half-yearly promotions announced June 30. The RCN is represented by 20 members and the RCN(R) by 12.

The list of those promoted follows:

To be Surgeon Commodore (1)

Surgeon Captain Eric Hammond Lee, Medical Director-General, Naval Headquarters.

To be Captain (2)

Commander Frank Birch Caldwell, executive officer, *Ontario*.

Commander (Acting Captain) John A. Charles, commanding officer, *Haida*, and Commander Canadian Destroyers Far East.

To be Commander (7)

Lt.-Cdr. Stanley Warren Howell, Staff Officer (Trade) to the Flag Officer Atlantic Coast.

Lt.-Cdr. H. Bruce Carnall, commanding officer, *Gaspé*, and Commander First Canadian Minesweeping Squadron.

Lt.-Cdr. William Herbert Willson, commanding officer, *Crusader*.

Lt.-Cdr. David Llewellyn MacKnight, Staff Officer (Torpedo Anti-Submarine) to the Naval Member, Canadian Joint Staff, Washington.

Lt.-Cdr. (Acting Commander) Victor Jura Wilgress, 33, Commander (Air), *Magnificent*.

Lt.-Cdr. Harry Allan Porter, Officer-in-Charge, HMC Communications School, *Cornwallis*.

Lt.-Cdr. H. James Hunter, Staff Officer (Air Operations), U.S. Navy Carrier Air Group 15.

To be Captain (E) (1)

Commander (E) John Shaw Horam, Principal Naval Overseer, East Coast.

To be Commander (L) (1)

Lt.-Cdr. (L) Henry Wightman Isaac, Assistant Electrical Engineer-in-Chief (Air), Naval Headquarters.

To be Instructor Captain (1)

Instructor Commander Kenneth Livingstone Miller, Director of Naval Education, Naval Headquarters.

To be Commander (S) (1)

Lt.-Cdr. (S) Jack Alexander McBurney, Director of Electrical Stores, Naval Headquarters.

To be Constructor Commander (1)

Constructor Lt.-Cdr. George Francis Yelland, Manager Constructive Department, HMC Dockyard, Esquimalt.

To be Ordnance Captain (1)

Ordnance Cdr. Ernest Henry Hammond Russell, Superintendent, Naval Armament Depot, Atlantic Coast, and Superintendent, Naval Armament Depot, Dartmouth.

To be Ordnance Commander (2)

Ordnance Lt.-Cdr. Alexander Leslie Wells, Resident Naval Ordnance Overseer, Karlskoga, Sweden.

Ordnance Lt.-Cdr. Orval Walter Bennett, Chief Inspector Naval Ordnance, Naval Headquarters.

To be Captain (SB) (1)

Cdr. (SB) John Pineo Dewis, Deputy Judge Advocate General, National Defence Headquarters.

To be Commander (SB) (1)

Lt.-Cdr. (SB) David Edgar Lavalley, Assistant Director of Naval Organization, Naval Headquarters.

ROYAL CANADIAN NAVY (RESERVE)

To be Captain (2)

Cdr. Edward Oswald Ormsby, commanding officer, *Griffon*.

Cdr. George Percy Manning, commanding officer, *Nonsuch*.

To be Commander (2)

Lt.-Cdr. John Dennys Garrard, executive officer, *Malahat*.

Lt.-Cdr. Valentine Maxwell Heayberd, *Donnacona*.

To be Acting Commander (3)

Lt.-Cdr. Wilfred Tudor Houghton, *York*.

Lt.-Cdr. William George Curry, commanding officer, *Hunter*.

Lt.-Cdr. E. Gordon Gilbride, commanding officer, *Prevost*.

To be Commander (A/E) (1)

Lt.-Cdr. (A/E) Norman Sidney Cameron, *Nonsuch*.

To be Acting Commander (E) (1)

Lt.-Cdr. (E) John Alfred Savory, *York*.

To be Commander (L) (1)

Lt.-Cdr. (L) Vernon Alvin McCourt, *Carleton*.

To be Surgeon Commander (1)

Surgeon Lt.-Cdr. John Allen Beggs, *Carleton*.

To be Commander (S) (1)

Lt.-Cdr. (S) John Wesley Ferguson Goodchild, *York*.

Boat Day at Masset

OLD MASSET, home of the Haida Indians, is on the north shore of Graham Island in the Queen Charlotte group. A thriving fishing village, it is almost solely dependent on this industry for its livelihood. Situated two miles from New Masset, it is the site of the Indian village. New Masset is where the other natives live.

Picturesque little villages are Old and New Masset, with their pioneer setting of general stores, mud streets, and cattle leisurely wandering about. It is a far cry from the days when the Haidas were the most warlike band of Indians on the Pacific coast and made frequent raids on other villages as far south as Victoria and Vancouver. The Haidas don't bother with the villages of Victoria and Vancouver any more. They

have become peaceful and industrious. War canoes are manned no longer, the village church is full of respectable Haidas on a Sunday and totems are carved only for the tourist trade.

Here and there among the roving cows, Indians and Massetites (or Masse-tonians), visitors to Masset are often surprised to see the odd native in a very strange garb indeed. In fact, it looks almost like a naval uniform. And if he then wades deeper into the puddles for a closer look he is indeed surprised to see a reasonable facsimile of a sailor—probably bearded—wandering aimlessly about with his bow and arrow and muttering an endless chant to himself in an undertone.

Further enquiry would have revealed that this was a representative of Masset

Naval Radio Station enjoying himself ashore and bewailing the fact that a callous country could send him to serve in an area where the single female population is entirely under the age of 15. But being a true sailor, he goes about with his usual fortitude, reconciling himself to the excellent fishing and hunting afforded in the Queen Charlottes and eagerly awaiting the day when it will stop raining so he can enjoy them.

But if our visitor should shed a silent tear for this poor lad and leave, he would forever carry a false impression of Masset, for this slumbering community of cattle, natives and sailors is suddenly transformed every second Thursday into a bustling, busy metropolis seething with people all bent on com-

pleting some immediate task. The first evidence of this activity commences on Thursday morning with the 26-party line setting up such a clamour our visitor picks it up to see what all the trouble is. The conversation he hears all hinges around the one question, "When is the boat coming in?"

Rumours are rife but the first to know are the residents of Old Masset who see her as she rounds Entry Point and heads down the inlet. People appear from nowhere. Suddenly the streets are filled with vehicles, women and children, old men, cripples and sailors. With one accord the populace heads for the jetty to wait for the boat to dock. This is no sleeping village now; everything is activity and the population seems to have quadrupled. In fact, it almost seems to cover the jetty. The only sign of sloth appears when the monkey's fist lands on the jetty and a crewman from the Union Steamship SS *Coquitlam* (for such is the cause of all this hubbub) says a few kind words to the crowd before somebody bothers to pull in his heaving line.

And so the world comes to Masset. Every second week on Thursday the *Coquitlam* (ex-HMCS *Leaside*) completes her appointed rounds, bringing mail, passengers, stores and a breath of the outside world to the village. For Masset Naval Radio Station, all things shall come to pass on "Boat Day". In the Manifest is it written, "ask and ye shall receive," for on this day our outstanding demands reach fruition and who knows but what great things may be in hand when the mail is opened?

For dependents who have letters to mail and a mail order grocery list to send, there is always a surprise or two in store, for they receive their last grocery order and, having forgotten what it contained, find they have duplicated half the items in the one they just mailed.

Lamps burn far into the night on boat day. The wharfinger does his duty by receiving his stores on the wharf and it is then up to every man to see that he receives what the manifest has in store for him. Canteen stores would end up in the village store but for the diligent supervision of the canteen manager who has been standing on the jetty all during unloading.

Of course "Boat Night" is just as bad as "Boat Day". Our steamship leaves Masset to spend the night in Port Clements, returning to Masset next morning for a brief stop before going to Prince Rupert and thence to warmer climes. Residents dash home clutching their bundles of mail and parcels to see what treasures they might contain. The

night is spent in examining stores and busily writing letters in an effort to get them off the following day. Usually this is accomplished but occasionally thwarted by the captain of our steamer, who, complaining of the press of time, comes back early and quickly throwing off any remaining stores, blows his whistle in a final derisive toot as he heads up the inlet again.

Now "Boat Day" has gone. Masset goes back to its somnolent state as the inhabitants return once more to their accustomed tasks. The local store is sold out of fresh vegetables within 24 hours, again the bread is stale and life assumes its tranquil state. Our sailor is buried in his new magazines and papers only a week old while an inspection of stores reveals half the items are of the wrong size and must be sent back next boat day two weeks hence.

Two new films have come in for the Naval Station and we are to be transported from Masset to a wilder West on the next two Friday nights. The canteen is replenished, provisions have been received for the Galley and we can carry on—until that heraldic blast of a corvette's whistle announces to all and sundry that once again it is "Boat Day in Masset".—T.G.E.

'SECRET WEAPON' SCORES BULLSEYE

ON MONDAY, March 22, 1954, a colourful incident took place in the exercise area near the Bermuda Islands. The First Canadian Escort Squadron, under the command of Commander P. F. X. Russell, in HMCS *Algonquin*, was nearing the completion of the work-up period before proceeding to the West Indies on a spring cruise.

It was the duty of the ships of the second division of the squadron, under the command of Cdr. Marcel Jette in the frigate *Lauzon*, to transfer stores by light jackstay, forward and aft simultaneously, with the second ship in the division, the *Prestonian*.

It had been established that it would be the task of the *Prestonian* to supply the necessary gear to effect the transfer during run number one.

The First Lieutenant of the *Prestonian*, being keen upon doing things the right way, had been in a quandary. Only one Coston gun was held on board, and therefore lines could not be fired fore and aft at the same instant. But the crew of the *Prestonian* rallied to the cause, and the armourer, PO (First Class of course), J. R. Heath, produced the answer. This proved to be a rather

menacing looking rocket-firing pistol known as a Schermuly, which, it has been asserted, is fast superceding the Coston gun in the Royal Navy. Needless to say, the idea was looked upon with favour by the First Lieutenant and without further ado, PO Heath was suitably positioned upon the vast quarterdeck. Upon "B" Gun Deck was positioned the senior anti-aircraft man on board, one Ldg. Sea. R. E. Donnelly, an able shot.

All went well—to a point. The First Lieutenant of the *Prestonian*, stationed on the port Bofors sponson in a position of vantage in order that he might view the firing party, lowered his right arm and each man pressed his right forefinger.

All went well forward. The eagle eye of Ldg. Sea. Donnelly had not failed. He was the right man for the job.

All went very strangely aft. The fine rocket firing weapon had been elevated to the right angle of 30 degrees and aimed (in peace of course) above the funnel of the senior ship. But the rocket emerged with a growl from the muzzle of the weapon and dropped sadly, narrowly missing a watery end. However, at the last moment it obviously remembered that it had been fired from the right ship, and recovering nicely proceeded on the course of its duty with astounding celerity.

Two *Lauzon* stokers, correction, engineering mechanics, had been admiring the clean and graceful lines and usual efficiency of the *Prestonian* when they were shaken up very sadly and forced to dive for safety. Both men have submitted claims to the government to recover funds to replace their burnt shirts.

The rocket hit the right spot. It was a bullseye.

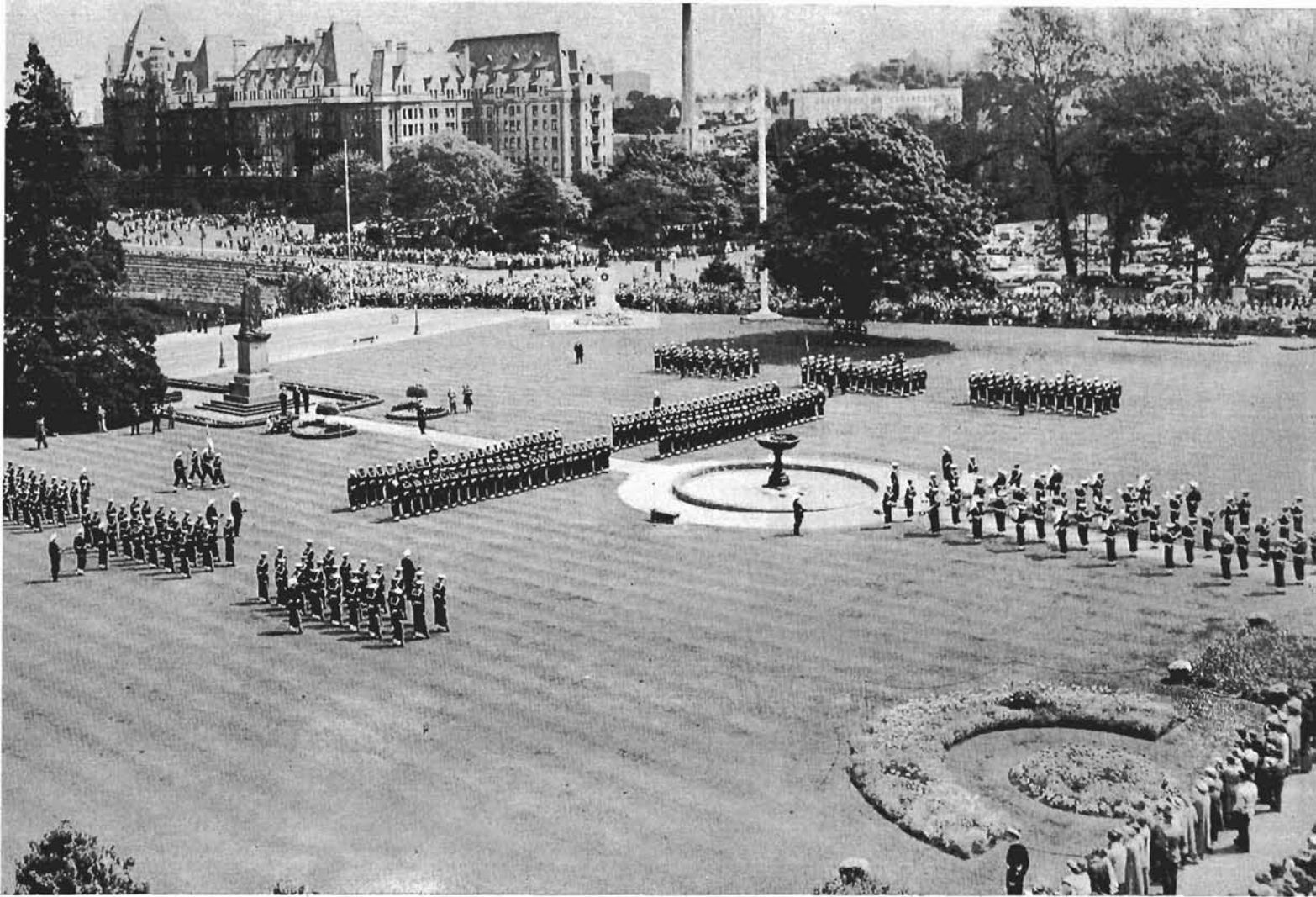
There occurred a very pregnant silence in the *Lauzon*. Loud gales of laughter were heard from all members of the *Prestonian*. But, she had done the wrong thing.

Meanwhile, the rocket quivered, having pierced the *Lauzon's* funnel.

There has been much spoken since. The engineer of the *Lauzon* has complained that the next time jackstays are passed with the *Prestonian* he desires to have his boilers cleaned. The First Lieutenant of the *Prestonian* has been recommended for conversion from flying to gunnery.

It was noted that the *Lauzon* withdrew upon completion of run number one to a reasonable range, trained her four-inch guns on the *Prestonian* and declared that she would pass her jackstay by four-inch for run number two.

Peace reigns in the First Canadian Escort Squadron.



Showing the Queen's Colour

MORE than 8,000 Victoria residents and visitors witnessed for the first time the traditional ceremony of showing the Queen's Colour, carried out by personnel of HMCS *Naden* and cadets of the Reserve Training Establishment, on May 24.

Brought from its resting place in *Naden* in the destroyer escort *Sioux*, the Queen's Colour was landed at the Canadian Pacific Steamship jetty in Victoria's inner harbour and marched to the review ground on the lawn of the provincial legislative buildings.

With the 100-man guard of honour, the Colour Party and escort companies formed upon the grounds, and with Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, and Commodore K. L. Dyer, Commodore, RCN Barracks, Esquimalt, present, the Colour was "shown".

Carried by Lieut. Robert Carle, the Queen's Colour, with its escort of a Chief and two Petty Officers, was paraded along the front of each rank on parade, giving them an opportunity to see the Colour at close quarters.

On the arrival of the reviewing officer, Col. the Hon. Clarence Wallace, Lieutenant-Governor of British Columbia, a Royal Salute was given by the guard. The guard was then inspected by the reviewing officer.

Following the inspection, the saluting battery of three field guns, manned by cadets, fired seven guns. The guard fired the first round of the "feu de joie", and the band played the first half of the National Anthem. The battery fired another seven guns, the second round of the "feu de joie" was fired and the second half of the National Anthem was played. The last seven guns of the 21-gun Royal Salute was then fired and the third round of the "feu de joie".

The band then played the whole of the National Anthem. The parade ended with a march past the reviewing officer.

The officer in charge of the parade was Cdr. G. H. Davidson. Lt.-Cdr. John Husher was Officer of the Guard.

The Queen's Colour held by the Pacific Command of the Royal Canadian

Navy was presented by King George VI during the Royal Visit to Canada in 1939. At the time of the presentation it was received by Lieut. J. C. Hibbard, now Rear-Admiral Hibbard.

Following is an extract from a letter, dated May 25, received by the Flag Officer Pacific Coast from the Lieutenant-Governor:

"I do not recall any service ceremony, during my regime at Government House, that has given me the intense satisfaction I derived from officiating at the parading of the Queen's Colour at the Parliament Buildings yesterday morning.

"I shall regard the experience as one of the highest personal honours accorded me during my term of office as Lieutenant-Governor.

"To say that the ceremony embodies colour, dignity, and precision, to a marked degree, does not adequately express my personal feelings and, I am sure, those of all who were privileged to witness a display of remarkable efficiency . . ."

The Parable of the Ptarmigan

This is the way a "Crow'snest" correspondent of the year 1 AD may have reported a recent incident at one of our northern stations. The lesson?

AND THERE were in that place two men of much power. And behold, one did look out into the fields, and did see there many birds of the air, which were called ptarmigan. Then did he go unto the other, which was known as the Scribe, saying "Behold, there are in the field many birds of the air, called ptarmigan. Let us go forth and slay them, and eat of the meat thereof, that it may be written in the books as Spam, and the books will come out even".

Then was the Scribe exceeding glad, and he arose, and they went forth into the fields, and did slay many of the birds of the air, and were joyful.

But there did pass that way a man of the law of the land, called a Mountie, and he did see that which they did and did reproach them, saying, "Verily, verily I say unto you, ye have sinned, for it is unlawful to kill the birds of the air at this time of the year".

Then did he seize them, and bind them with chains about their hands



and feet, and bring them before the judge. And the judge was exceeding wroth, saying, "What have these men done, who look so like criminals?"

And the Mountie made answer and said, "They have sinned in that they are guilty of an act to the prejudice of good order and naval discipline, for they did kill the birds of the air out of season, in contravention of QRCN, the Fish and Game Act, and the instructions on the back of the package."

But they having called no one on their behalf, then was the judge en-

raged, for they had surely sinned, and they were sore afraid. And the Mountie took compassion on them and said to the judge, "Milord, forgive them, for they knew not what they did".

And the heart of the judge was melted, and he said unto they who had sinned, "Go ye, and sin no more".

And they went forth, and were much chastened.

But among the troops was joy beyond measure, for truly the mighty were fallen.

"ROGUE'S YARN" SNARED THIEVES

Behind the coloured thread so frequently found running through hemp cordage lies a tale of ancient rascality, which is the reason for this thread bearing the name "rogue's yarn".

According to "Black's Bulletin", published by Blacks' of Greenock, Scotland, "the custom of including a coloured thread dates back to Elizabethan times, when, to stop the heavy pilferage which was going on, rope and cordage from the Admiralty dockyards, who spun their own ropes, included this coloured thread so that a rope could be traced should it fall into unauthorized hands".

Captain W. N. T. Beckett, in his "Naval Customs and Expressions", notes that the coloured yarn also served to identify the naval rope

walk where the cordage was made. Thus, rope made at the Portsmouth rope walk was designated by blue; Devonport, red; Chatham, yellow, and Haulbowline, in southern Ireland, black.

The old "Manual of Seamanship—1937" says that all rope for Royal Navy use was then made in the roperies at Chatham and Devonport, the colours of the rogue's yarn remaining red and yellow respectively. Blue was given as the colour in trade-manufactured cordage.

It would appear from this that Portsmouth had gone out of the rope business. Haulbowline dockyard, at Queenstown, Ireland, has, of course, ceased to exist as a centre of British

naval activity and the city where it was located is now known as Cobh, Eire.

Landsman Robert Hay, RN, wrote in his memoirs 150 years ago, after he had deserted his ship: "A merchant captain in fact would no more have ventured to take me aboard (because of his naval clothing—Ed.) than he would have taken a hand spike with a broad (arrow) on it, a bolt of canvas with a waved stripe of green paint or a hawser with the rogue's yarn . . ."

The telltale coloured thread is not required in rope supplied to the Royal Canadian Navy, but it occasionally turns up in cordage drawn from Admiralty or commercial sources.

Hope and Help Offered Cerebral Palsy Victims

*Sailors Aid Children
Along Hard Road to
Normal Life*

ONCE A WEEK the swimming pool at HMCS *Stadacona* rings with the laughter of a special group of children. The children, however, are not youngsters swimming and splashing gaily for the fun of being in the water. They are pupils of the Halifax Cerebral Palsy Association and their time in the water, while providing a measure of amusement, is spent under intensive instruction to help overcome one of the afflictions nature imposes on human beings. The swimming and splashing were made possible when the Commodore, RCN Barracks, Commodore E. P. Tisdall, arranged for the children to use the pool.

The Halifax Cerebral Palsy Association was formed in 1949 by Mr. and Mrs. Frank Wellard, of Truro, whose daughter, Hilary, was born a victim of cerebral palsy. Because of the nature of this affliction, constant assistance and abundant patience becomes the therapy best suited to help such children, but since the cases are comparatively rare there are few organizations designed to cope with the victims.

The Wellards, seeking other parents in the same quandary, moved to Halifax where they discovered enough interested parents to form an association designed to give the children the professional aid they needed.

A board was formed, consisting of Mrs. Wellard as president; Mrs. Percy Smith, Halifax, vice-president; Dr. William D. Ferguson, a neurological surgeon, medical adviser; Edward Cosgrove, Dalhousie University, secretary; Donald Cameron, Halifax, treasurer, and Mr. Wellard, publicity adviser.

The Halifax city school board made available, for their use, a classroom in the St. Francis School, and also agreed to pay the salary of an instructor, Miss Margaret Pirie, Halifax, who had taken a special course in Columbia University, under the auspices of the Halifax Rotary Club. Walter Callow, famed for his invalid bus service, supplies transportation for the children to and from the school. A window in the ground-level classroom serves as exit and entrance, and saves awkward handling up and down stairways.



Every Wednesday *Stadacona's* swimming pool reverberates to the laughter of children as members of the Halifax Cerebral Palsy Association get their exercise and water therapy. AB Glen Beckstead, HMCS *Portage*, is seen with Michael Cox. Many sailors assist the instructors with the children whenever possible. (HS-30545)

Much special equipment has been provided by various benevolent Halifax organizations, and a special set of steps were built by Mr. Kenneth Tanner, father of one of the children.

The class, ranging in age from five to 14 years, and numbering seven children at present, embodies four of the five classified types of the ailment, and one polio victim. The types of cerebral palsy found in the classroom are: the spastic, suffering from an exaggeration of the stretch reflex; the athetoid, lacking braking power in voluntary muscular acts; the ataxiatic, with disturbed balance and position sense; and the rigiditic, whose resistance to motion results in stiffening of muscles when a voluntary movement is attempted.

The nature of their affliction makes it very difficult to determine the extent to which the children may be educated, but recent research has shown them to be far more capable of assimilating instruction than was generally supposed a few years ago. Suffered from a brain lesion at birth, which interfered with the normal translation of movement orders from the brain to the limbs and organs affected, the process is one of primary education, rather than re-education used in muscular ailments from other causes.

But their progress is slow, and slight gains made by long and diligent work by the teaching staff and parents can be upset by one emotional upheaval. The children seem to have a greater need for psychological equanimity than



In special classes for cerebral palsy victims, at St. Francis School in Halifax, children are taught to use their muscles with expert guidance on equipment designed to give them the most help. Above, 11-year-old Donald Cameron is shown at a typewriter, learning to use and control his fingers. (HS-30787)

their more favoured brothers, and require a maximum of patience.

The idea of water therapy for muscular ailments is not new and was introduced into the local association by Miss Pirie. An enthusiastic swimmer herself, Miss Pirie says that she has found a wonderful difference in the children's progress since the pool became available. The hour a week the children get in the water is one of the most beneficial parts of their course, with the soothing and muscle-softening effect of the water having a great therapeutic value.

Since the children must be handled individually in the pool, assistance is required, and such of the mothers as are free, volunteer their services. In addition PO James Wardell, Toronto, a

physical training instructor, has been helpful, and other RCN personnel have assisted when possible, in their own time.

Recently an assistant instructor, Mrs. F. A. Ferguson, Halifax, joined the staff with Miss Pirie. Her salary is paid by the Halifax Rotary Club.

The children's speech difficulties are in the hands of Miss Marie Rudd, of the Child Guidance Clinic, Dalhousie University. Operations necessary to lengthen tendons or assist the therapy in other ways are under the supervision of Dr. Ferguson.

The association hopes to affiliate with a national organization, in order to receive the greater benefits possible with government subsidies and united effort. —G.W.I.

Training Ship Shows What Makes the Navy Tick

Life in a training ship often elicits the question: "Why are we out here?" That question is easily answered if one follows the course of a man from his time on entry into the service until he is a trained man in a specialized job and ready to take his place in a ship's team in action.

When he signs on in the service his knowledge of warships is practically nil. He has a sketchy idea of guns firing, but has no idea of all the scientific skill that is required before the gun goes "Bang!", or before a depth charge shatters the water with its explosion. He knows nothing of how a gun is lined up, of how radar and asdic work in on the problem, nor can he be expected to understand how important each man in a ship is to the safety of the others. All this he learns in training establishments and ships.

In the training establishments, starting with HMCS *Cornwallis*, he learns the names of the various pieces of equipment. Whenever possible, he is shown models of the apparatus; but in general the actual picture is not clear to him until he sees it all fit together in a ship.

After his new entry training, the man is sent to sea to get his practical training. Once aboard, he sees how a ship's company works together, he learns how to handle himself and how to do his share in handling the ship. In order for him to learn all this, the ship must be kept in top-line condition, and, for this reason, the efficiency of the crew of a training ship is vitally important. It is the responsibility of the regular

ship's company to ensure that the guns fire, and that the apparatus relative to the guns is in proper working order. Only in this way will the ideas conform with proper routine.

In a few months the new entry is a trained seaman and has a rough idea of teamwork. He has, however, only a slight knowledge of the actual working of any of the machines. To reinforce this knowledge he must be sent to one of the training establishments specializing in one piece or type of equipment. Here he learns mostly theory, and a little of the practical side of the machine's functions. For full understanding of the practical function he must see the equipment working under actual conditions. To meet this need he goes through another stage of sea training.

Once again he works on board ship under action conditions with equipment in first class working order. Now, for the first time, he finds himself helping to fire the gun or trace a target (ship, plane or submarine). He is part of the team.

Without training ships this practical training would have to be given in operational ships and here there may be insufficient time for such training. With the enemy in sight, it is too late to teach an ordinary seaman what he is supposed to do. For obvious reasons a training ship is invaluable to the service. She is the ship behind the fighting ship. Her men are the men who will eventually be behind the guns.—R.E.P.

'Natural Courtesy' of Men Applauded

A visitor on board the *Ontario* during her visit to Dunedin, New Zealand, took the trouble of writing down his observations on the cruiser's visit. He was particularly impressed by the natural courtesy of the Canadians he met and had this to say in a letter to Captain D. L. Raymond:

"Though scarcely at all senior in years to many of the ratings I observed aboard the ship under your command, I am sufficiently old-fashioned to believe that there is much merit in this. If these young men are typically Canadian, then Canada has much to be proud of in them. If they are typical products of Canadian homes, schools and living, then they do these institutions much credit."

The letter formed the subject of an editorial in the *Ottawa Journal*, which read as follows:

TRIBUTE TO NAVY

A Mr. Deacon of Dunedin, New Zealand, has written a letter about the visit there of the Canadian cruiser *Ontario* and it is the type of communication which makes glad the hearts of oak of the Royal Canadian Navy. Even the landlocked Canadian who wouldn't know a cruiser from a frigate cannot help but be gratified by Mr. Deacon's opinion of our sailors as our representatives.

In writing to the *Ontario's* commander Mr. Deacon said he had been impressed above all by "the natural courtesy in address and conversation shown by the personnel under your command . . . I have had the refreshing experience of hearing young men using quite naturally the terms Sir and Madam and by their demeanour generally towards strangers and guests unconsciously exemplifying a code of thought and conduct fast disappearing from this modern world".

If we had been asked about the most courteous, and at the same time most effective, fighting men in the world we would have been tempted to suggest the New Zealanders, often in the forefront of battles for freedom and remembered for chivalrous deeds. So a letter from New Zealand about the good manners of Canadians and the evident efficiency of their ship comes to us with a particular charm.

This is no world for swashbucklers in uniform. What we are trying to do is persuade our friends in freedom that a loyal association strong enough to break aggression can be built and maintained on common standards and ideals.

A few fools in foreign lands can undo the work of statesmen and our most important export is courtesy. The polite sailors of the *Ontario* are serving their country better than they know and we hope their voyages will be long and prosperous.

AFLOAT AND ASHORE

PACIFIC COMMAND

Entertainers from *Naden* put on a two-hour variety show for patients of Wilkinson Road Hospital in Victoria late in May.

AB Bob Gillespie was the producer and PO Harold Bingham the master of ceremonies for the well-received program.

Ordnance School

After maintaining small arms over the past few years, Ordnance Cdr. M. T. Beardmore, officer-in-charge of the Ordnance School, decided that his personnel should know more about what small arms are supposed to do in the field. Thus, monthly firing practice at Heal's Range has been instituted for ordnance personnel in the school.

Two trips to the range brought some interesting facts to light. Individual scores, including scores of reputable marksmen, varied by as much as 30 points up or down. There is now much

If the *Crusader* does a job, it stays done, whether it's train-busting or leaving behind a "Kilroy was here" message. When she was in a Japanese drydock during her first tour of duty in the Far East, her ship's company left a large and flamboyant copy of the *Crusader's* badge on a dock wall. On a recent return visit to the dock on her second tour, AB Gordon H. Boyd took time out to retouch the artwork. (CU-1093)

conjecture as to whether the marksmanship improved or whether there are discrepancies in the rifles.

Some of the drabness fell from the Ordnance School as Wrens Margaret Fraser and Diane Driver from *Chippawa* entered the establishment for a two-week course in small arms, under the careful tutelage of CPO Thomas Angus.

CPO Robert Bracken from *York* is taking a 14-day familiarization course on the three-inch-50.

HMCS Ontario

Perhaps not very glamorous in the light of her recent cruise to the Antipodes, but welcome for the brevity of its absence from home, was the *Ontario's* short cruise in the middle of May in waters off Vancouver Island.

The ship left Esquimalt on May 10 and, after a stay at Nanoose, spent the rest of the time in Topaze harbour and Mayne Bay until return to home port on May 21. The trip was for the benefit of gunnery classes embarked from *Naden*.

ATLANTIC COMMAND

HMCS Haida

The ships' company of the *Haida* held a most successful "stag" party on Thursday, May 27, at the China Fleet Club, Hong Kong.

The party, organized by Lt.-Cdr. A. M. Hunter, PO Ross Spence, Ldg. Sea. Ken Crooker and AB Robert Williams, lasted from 1930 until 2330. A troupe of Chinese entertainers was engaged, consisting of child contortionists, jugglers, female magicians, and a bicycle stunt-rider. The Royal Navy also contributed a six-piece hill-billy band from HMS *Cockade* known as the "Cockatoos", which filled the air with popular music throughout the evening.

The evening was so successful that Captain John A. Charles, the *Haida's* commanding officer, who dropped in for a brief glimpse, was to be found enjoying the party to the end as a guest of his ships' company.

The manager of the Fleet Club congratulated the men on their fine party and their good conduct throughout, saying, "I wish all of our parties were carried off as well. You are welcome to use our club at any time."

HMCS Micmac

Besides a training cruise that took her to the United Kingdom and back via the Azores, the *Micmac* had another purpose in crossing the Atlantic.

She carried the RCN(R) contingent to the RNVR golden jubilee which took place in London on June 12. Reservists were absorbed into the ship's company and a program of naval training at sea was carried out.

The *Micmac* sailed from Halifax on May 30. On her third day out en route to the Azores, she encountered a vast iceberg, an unusual but not an extraordinary sight so far south. The destroyer escort passed within two miles of the 'berg whose position was noted and reported to the International Ice Patrol.

The ship arrived at Ponta Delgada on St. Michael's Island on June 4. All officers and men "turned to" and painted ship. The task was completed in four hours and 40 minutes, a feat which drew a commendation from the captain, Cdr. George M. Wadds.

The following day the ship sailed for Portsmouth and arrived there on June 8. Reservists transferred to RN barracks and carried on training for the jubilee parade under Capt. Robert I. Hendy, commanding officer of HMCS *York*, who was in charge of the whole Commonwealth contingent.

The ship set course for the Azores again on June 14. About 140 miles out of Portsmouth a homing pigeon sought refuge in the ship. The bird, apparently off course, was sighted on a gun director by Ldg. Sea. William Salsman, of Waterville, Nova Scotia, who was on deck watch at the time.

Ldg. Sea. Salsman, CPO C. E. Noble, of Bedford, N.S., and Petty Officer, B. H. Grant, of Kingston and Halifax, provided food and warmth for the pigeon which seemed to be spent. Fully rested, the bird took off again of its own free will in a short time.

The RCN training destroyer berthed once more at Ponta Delgada on June 17. In harbour were warships of five other NATO nations and Spain.

Senior officers of the Canadian, French, Dutch, Portugese, Danish and Spanish navies exchanged calls of respect and friendship. Government, naval and military officials of the Azores



attended a reception aboard the *Micmac* and another mark was chalked up in the field of international friendship and understanding.

During the two-day stop on the Portugal-owned island, a challenge volleyball tournament among the ship's company was carried out on the jetty and a bus tour of the highly-cultivated and beautiful island of St. Michael's was enjoyed by some 80 officers and men of the RCN destroyer escort.

The only cloud of gloom during the stay in Ponta Delgada settled on PO Jacques Bousquet of Quebec City. He received a signal that his mother was dangerously ill. Lieut. (S) W. Forster Jones, supply officer, made the necessary arrangements with Trans-World Airways on the island and the steward was flown home without delay.

As the *Micmac* steamed for Halifax, Cd. Communicator A. L. Bonner, sports officer deluxe, organized a "banyan" which will be long remembered by the ship's company. Hot dogs and hamburgers were served to the ship's company in the after canopy. Servitors, complete with makeshift chef uniforms, were Cdr. Wadds, Captain C. J. Dillon, Command Supply Officer Atlantic Coast, and Lt.-Cdr. R. M. Greene, executive officer.

PO Frederick J. (Jenny Wren) Farrell of Shawville, Que., and PO Thomas A. (Bubbles) Bradley of St. Catharines and Halifax, received temporary appointments as show girls, acting and unpaid but by no mean untalented.

Music was provided by PO Allen T. Millington, of Toronto (traps), Ldg. Sea. Raymond C. Oelkuch, of Hamilton and Halifax (electric guitar), AB Donald B. Scopie, of River Hebert, N.B. (guitar) and Sub-Lt. Richard D. Okros, of Toronto and Halifax (banjo). The whole show was "emceed" by PO Thomas W. Scratch, of Halifax. PO Clifford Boyd, RCN(R), of Saint John, N.B., was featured vocalist for the show.

The *Micmac* returned to Halifax on June 23.

Frobisher Radio Station

Envious neighbours to the north (and Frobisher Bay is near enough to the Arctic Circle not to have many of them) refer to the site of the Frobisher Naval Radio Station at Frobisher Bay, Baffin Island, as "the banana belt of the Arctic".

A visitor to this outpost once remarked that the inhabitants were of two types: those dressed in sport shirts, denim slacks and service blues and those dressed in primitive parkas, mukluks and windpants. The former are

Eskimos and the latter are service personnel.

After hours, there is a new show each night at the base theatre. A weekly bingo game is held and the Navy achieved local fame by copping the main prize four weeks running.

Just how rugged people can become after a few months in the Far North was demonstrated when broomball was organized in February and played in the great, white outdoors. A shortage of corn brooms, the result of vigorous play, eventually put a damper on this activity and volleyball became the main sport.

In a spot where it takes a lot of calories to maintain body temperature, the dining hall is a popular institution. The supply branch and the cooks have responded to the challenge and it is not uncommon to arrive for a breakfast of fresh grapefruit, hot cereal and eggs any style.

Hunting is a forbidden activity, simply because the Eskimos depend on game for their livelihood and Baffin Island is a game sanctuary as far as people from outside are concerned. However, it can be guessed that naval personnel may forget to mention that polar bear rugs and other Arctic furs, which they take home as souvenirs, came from the Hudson's Bay post four miles from the base. Fine ivory carvings, the product of native craftsmen, are available at this same trading post.

The bay which gives the settlement of Frobisher Bay its name was discovered by the Elizabethan explorer, Sir Martin Frobisher, in 1576 and he was at first under the impression that he was sailing along a strait between North America and Asia.

In this air age, Frobisher Bay is hardly as remote from civilization as it was then and naval personnel have the additional advantage of being in frequent touch with the outside world through their amateur radio club. For the information of those who listen in to the nightly chatter on the amateur band, the call sign is VE8WD.—W.G.C.

HMCS Cape Breton

The request from a ship of the Royal Canadian Navy for seven tents may have seemed unusual but there was good reason for it.

Young technical apprentices under training in HMCS *Cape Breton* are getting a break from the routine of shipboard life and machine shop work again this summer at Camp Major, the RCN's rest camp in Lunenburg County, N.S.



During wartime, ships steaming up Halifax harbour used to plead with the "tower" for permission to tie up at a jetty rather than moor at a trot. After an absence of eight years, the signalmen are back on the roof of the Atlantic Command headquarters building in the dockyard with their lamps and flags. Shown here are AB Terry Sullivan and PO Lloyd Kirkpatrick. (HS-27860)

The break is not a holiday in the strict sense of the word, for the apprentices spend their time training in boat-pulling and sailing, general seamanship and competitive sports on the waters of Prince Inlet, in Mahone Bay.

The advance party left Halifax near the end of June and the boats to be used were towed from Halifax by harbour craft to the camp site on Herman Island.

About 95 apprentices and 10 of the ship's staff are at the camp and, after a vigorous life outdoors, will return to their studies and machinery, ready to resume their training as budding technicians in the Navy.

Torpedo Anti-Submarine School

New additions to the TAS school staff are Lieut. (TAS) L. G. Clayards, from the *Athabaskan*, Lieut. (TAS) R. C. K. Peers and Lieut. G. T. Hodgson, from HMS *Vernon*.

Appointments from the school have been Lieut. (TAS) D. K. Gamblin to the *Prestonian* and Lieut. (TAS) F. G. Henshaw to the *Toronto*.

NAVAL DIVISIONS

HMCS Discovery

An RCN(R) display, set up at a boat show in Kerrisdale Arena in mid-April, by the Vancouver naval division, proved most successful in attracting the interest of the public.



Pictured here is the presentation of an award to UNDT Cadet (S) G. A. Whiton by Croft G. Brook, president of the Naval Officers' Association of B.C., which presents a scholarship annually to the outstanding cadet of the year at the University of British Columbia. Also shown is Lt.-Cdr. F. J. Turner, UNDT commanding officer.

While the eyes of the numerous visitors were for the most part focussed on the torpedo exhibit, it was considered that the general function of the reserve had been impressed on the spectators to show future results in RCN(R) enrolments. CPO H. C. Dunbar managed to convey a broad picture of naval life to his listeners.

Battle of Atlantic Sunday was observed by a church parade with Cdr. J. H. Stevenson, commanding officer, taking the salute in the march past.

AB Ernest Gawthorpe, who is attached to *Discovery*, was the subject of congratulations on his selection to represent the division at the RNVR Jubilee in the United Kingdom.

The Navy was brought to the attention of the younger generation at a boys' show in a Vancouver department store. On display was the 45-foot model of *HMCS Magnificent*, with models of naval aircraft on its flight deck. Personnel from *Discovery* manfully faced a barrage of questions from the young onlookers.

HMCS Donnacona

A large number of officers, men and Wrens from the Montreal naval division had a preview of the Arctic patrol vessel, the *Labrador*, when a trip was arranged to Sorel, Que., in early May.

The ship, in an advanced stage of construction and awaiting her July 8 commissioning, was explored from stem to

stern by permission of the commanding officer designate, Captain O. C. S. Robertson.

HMCS York

The Toronto naval division's week-end cruises for the summer season got under way on the week-end of May 24 when *HMCS Reindeer* sailed for Windsor for the International Tug Boat Race. The cruise was blessed with ideal weather and all hands were able to get a good start on sun tans on the return journey.

The *Reindeer*, manned by reservists, with Cdr. L. Stupart in command, slipped from *York's* jetty at 2000 on Thursday, May 20, proceeded across Lake Ontario and through the Welland Canal to rendezvous with the Bangor coastal escort *Digby* and two Fairmiles from *Star* and *Prevost* at Port Stanley. The ships then continued in company to Windsor. There they joined two Fairmiles from *Hunter* and *Griffon* and all five patrolled the boundary of the race course, serving as markers, during the race.

Following the race, members of the ships' companies were given leave until Sunday morning when the ships started their return trips. The *Reindeer* arrived back at *York* Monday evening.

A sharp upward trend in the numbers of recruits applying for entry in the Royal Canadian Navy (Reserve) from the Toronto area has been evident over

the past five months, it is reported by *York* recruiting officials.

This steady growth in recruiting coincided with a stepped up recruiting campaign the division has been running since last autumn.

The number of recruits for May of this year has been the highest to date during the campaign, with 44 applicants and 23 enrolments. This compares with 13 enrolments out of 25 applicants in May of last year.

The recruiting campaign consisted of an intensive publicity effort, special events such as two Open Houses at *York*, special parades and participation in other public affairs such as the Royal Winter Fair, motion picture displays, booths and participation in the Canadian National Boat Show and the Sportsmen's Show and co-ordination with advertising campaigns on both local and national levels.

HMCS Brunswicker

Battle of Atlantic Sunday was commemorated in Saint John, N.B., by a church parade and march past by the ship's company of *Brunswicker*.

The salute was taken in King Square by Cdr. J. A. MacKinnon, commanding officer of the division.

Also on the saluting dais were Surgeon Captain C. M. Oake, Lt.-Cdr. G. O. Rundle, Resident Naval Overseer, and Lieut. R. E. Middleton, staff officer (training).

The launching ceremony of the *Miramichi* at the Saint John Drydock Company's yards in Saint John, on May 4 was telecast the same evening.

A group of officers, assembled in the Garrison Officers' Mess to hear an address by Rear-Admiral R. E. S. Bidwell, was watching the telecast when the announcer, misreading his commentary, announced that over 280,000 tons of aluminum had gone into the construction of the little ship!

Brigadier Eric Snow, N.B. Area Commander, quipped: "Mighty light aluminum that!"

HMCS Malahat

Captain P. D. Budge, Chief of Staff to the Commanding Officer Naval Divisions, Hamilton, Ontario, carried out inspections of *Discovery*, Vancouver, and *Malahat*, in Victoria, early in May during the course of an inspection trip of Western Canadian naval divisions.

At *Malahat* the inspection, held May 9, ended with the regular parade at Moresby House Monday evening. The inspection also included the division's training ship, the coastal escort *Sault Ste. Marie*.

Sasebo, My Sasebo

Sailors Won't Soon Forget Their Japanese 'Home Port'

For those who have not been there—and may be going—here are impressions of Sasebo, Japan, where Canada's Far East warships are based. The Japanese port is seen through the eyes of AB Sherman Murray, HMCS Cayuga.

AFTER YOU'VE LEFT the palm trees, the balmy breezes, the white beaches and Hawaii behind, and after Kwajalein and Guam have slipped astern, the weather begins to change. The flying fish, azure seas and glaring sun all disappear. The sea and sky take on a gray hue, the wind has a bite in it, and there's a crop in the water. While you're still wondering if perhaps the ship has turned around and headed back home you slip through the narrow, high-cliffed mouth of Sasebo harbour, and—you're there.

All over the world there are beautiful harbours: Naples, Esquimalt, Rio de Janeiro, Halifax; and then there's Sasebo. Naples has Vesuvius, Esquimalt has Victoria, Rio has Brazil, Halifax has the Seagull Club. Sasebo has mud. Sprawled around the harbour are the Japanese docks. Ships under construction, ships being scrapped, half-painted ones, half-rusted ones; merchantmen, warships, tugs and barges are all scattered among the jetties. The rust-brown skeletons of cranes rise starkly along the waterfront, clanking and grinding as their great arms swing and lift. And surrounding everything—mud.

A few scraggly trees cling to the hills surrounding Sasebo city, but for the most part the land is neatly—almost geometrically—tilled. Orderly brown and green strips spiral up the hill, straightening out in level patches, looking like an unimaginative patchwork quilt.

All over the harbour are ships of different types and nationalities—American battleships, ROK patrol craft; American cruisers, Thailand destroyers; American carriers, Aussie destroyers. And perhaps, its dark grey hull and light grey and black superstructure standing out like a rose in a dandelion patch, you'll find a Canadian destroyer. Among the ships, motor cutters, HP craft, landing barges and skimmers scurry around like water beetles on a pond.

The fleet landing ashore is crowded with servicemen from all over the world: Yank gobs, Dutch seamen, more Yank gobs, Aussie tars, and more Yank gobs. If you get past the Anchor Club, just off the fleet landing, you have to wade through mud to the taxi terminal. Your first ride in a Japanese taxi is something you'll never forget—if you live to remember it. In Japan, as in

Britain, cars are supposed to proceed on the left side of the road, but it is doubtful if any taxi driver is aware of such things as rules of the road. All he need be equipped with is a good horn, a pair of headlights set to shine in the eyes of oncoming drivers, powerful lungs and the nerve of a Hollywood stunt man.

If you wish, you can take a rickshaw, but that puts you at the mercy of taxis. A rickshaw is a little three-wheeled bicycle affair with a leaky canvas roof, no springs, a horn that would be a credit to a diesel truck, and a driver who can't understand English and drives by blind instinct.

For the most part, the streets are narrow, crooked little alleyways paved with cobblestones and mud. If you are foolish enough to follow one without directions you have a fifty-fifty chance of ending up in the river or in someone's house.

On either side of the downtown streets cluster little shops and stalls, with one side open to the street. Each one has its hibachi (charcoal heater), its abacus and a proprietor or two. They sell knives and knick-knacks, silks and music boxes, chinaware, fishing rods and hair cuts—if one place hasn't got it, the next one has.

The streets are a confused babble of sound and motion and colour; garish signs and posters contrast with the drab clothing of little street urchins and the black, tight-fitting uniform of the school boy. Smartly dressed men and women in Occidental clothing hurry among crates of squawking chickens drawn by an old, kimono-dressed woman with a baby on her back and among bent, shaven-headed beggars. Cobblers, fruit sellers and pedlars selling imitation Ronson lighters squat on street corners, and money changers and rickshaw drivers argue in high, sing-song voices in the shadow of a 1953 Ford. Wedged between the shops, and over them, are little dimly-lighted two- and three-table bars with incongruous names like "The New Yorker", "Top Hat" and "Broadway Club".

Further downtown, on either side of the city's few paved streets are the big, suave, brightly-lighted clubs. They are like oases on the desert. In a moment you're whisked from the mud and

How Midshipmen Got Their Name



Midshipmen have long been called "snotties" because of the ancient allegation that these young officers made their sleeves do duty as handkerchiefs. To discourage this practice three buttons were sewed on each jacket cuff. The buttons, but not the slanderous story of their origin, have since been inherited by chief petty officers.

Other names by which midshipmen were known of old were "young gentlemen" and "reefers", the latter deriving from the coats worn by subordinate officers.

Midshipmen were originally the men stationed amidships under the captain's eye and were usually prime seamen. About 200 years ago admirals and officers commanding ships were allowed a great number of "followers". Some of these were classed as midshipmen; others were tailors, barbers, footmen and fiddlers.

Later a system of officers' training was developed and the midshipman assumed his present status of a young man selected for training for commissioned rank.

squalor of a Japanese seaport to the interior of an expensive night club in a western city. A tuxedoed orchestra plays the latest tune on the American hit parade; the highly polished dance floor is crowded with bright evening gowns and uniforms; the traditional rice mat and cushion have been replaced by comfortable chairs and low tables.

Later in the evening you can hear, coming out of the mist that is beginning to gather in the narrow streets, the slip-clop, slip-clop of clogs as the Japanese people return from their 12- or 16-hour working day. A wet, fishy smell comes up from the harbour to mingle with the swirling mists. Your cigarette tastes like burning leather and for the first time you notice the mud caked on your shoes and the bottom of your pants. The taxi and rickshaw drivers are tired, and you don't even have to

tell them where to go. They know. Fleet landing.

There the sound of the waves slapping tiredly against the pilings blends with the murmur of the men waiting for the liberty boats. The dock is slippery underfoot and a fine, penetrating drizzle starts to fall. Old women scurry among the men, selling scalding hot coffee, and its aroma mingles with the dank odour of the harbour and the smell of cigarette smoke and wet wool.

Finally the boats bump against the pilings and the men silently step over the rocking gunwales. The cox'n's whistle pipes and you can taste the clean breeze, hear the talking of the water under the keel, the swish of the bow waves.

The liberty boat from Sasebo fleet landing; the blue boat from *Naden* to dockyard—is there a difference?

It's Done With Mirrors

A NEW United Kingdom invention to help the Royal Navy to operate the faster aircraft of the future from the flight-decks of aircraft carriers was recently disclosed by the Admiralty in London. It consists of a large curved mirror on to which lights are projected, and by watching the mirror as he approaches the carrier from the stern the pilot is brought in almost automatically to a perfect landing at speed. The mirror is unaffected by the motion of the ship because of gyro-mechanism perfected by naval gunnery experts.

This new landing aid has already been proved many times, by day and night, the first night landings being carried out by two pilots who had never before touched down in the dark. British Broadcasting Corporation reporter Douglas Willis went to the Royal Aircraft Establishment at Farnborough, where he interviewed, first of all, Mr. Dennis Lean, the scientist mainly responsible for developing the device.

"We have been studying the problems of landing an aircraft on a carrier for some years now", explained Mr. Lean, "and one of the main results of our study has been that what the pilot requires now to make his landing easier and safer is more precise information as to his exact position in space as he comes in to land. We found during the course of our tests that when the aircraft is overtaking the carrier at the ever-increasing speeds of the modern aircraft, the batsman on the deck is just not able to appreciate quickly enough when the aircraft starts getting into a dangerous situation.

"And by the time the batsman has made up his mind that the aircraft is getting into a bad position, and signals that information to the pilot, the situation can very well have changed to the exact opposite. So our studies were directed towards finding some means of giving the pilot this more precise information. A naval officer, Commander H. C. N. Goodhart, put forward the idea of using this very simple optical system on the deck to give this information.

"On the edge of the carrier deck we have installed a large metal concave mirror about four feet high and five feet wide, placed about one-third of the ship's length from the aft end of the deck. Shining towards this mirror and about half-way between it and the end of the deck is a powerful light, and the mirror is set at such an angle that a beam of light is reflected up into space towards the approaching aircraft. So the pilot approaching on the correct glide path will see the reflection of the light in the mirror, and if he is on the right path he sees the light exactly half-way up the mirror. He flies

Achtung! or Tempus Fugit

The following is an extract from a recent report of proceedings of the Coverdale Naval Radio Station, near Moncton, N.B.:

"An RCN recruiting team established itself at Moncton for one week. Reports indicate fair response, with one ex-German naval man making inquiries and saying he would only be interested if his German naval time would be counted towards his pension."

down the light on to the deck of the carrier — he simply flies so that he keeps the reflection of this light source exactly half-way up the mirror, and to help him we mark the sides of the mirror with two rows of coloured lights, so that his problem is simply to keep one spot of light lined up with two rows of coloured lights. The immediate advantage of that is that he has no rapid last-minute control movements to make before touching down, which is what we feel is a bad feature of the present system of deck landing.

"The mirror is mounted on a platform which we had built out from the port side of the carrier deck, in a framework which allows the mirror to be moved by a gyro fitted in the back of the mirror, and the effect of this is that when the ship pitches in rough weather the beam of light remains at a fixed angle in space, so that to the pilot it is no more difficult to land on when the ship is pitching than it is when the ship is stationary."

The Royal Navy made many experiments before accepting this new aid. Lieut. W. Noble, of the Fleet Air Arm, explained. "For the past twelve months", he said, "we have been developing the mirror ashore, at Farnborough, and periodically taking it out to sea aboard one of the carriers—first HMS *Indomitable* and later HMS *Illustrious*, which is our regular trials carrier.

"The very first mirror I tried was a rather crude one. The thing had been lashed up just to check the feasibility of the idea. This was good enough to indicate that the principle was good, worthy of further development. Consequently a high-quality, optically-finished mirror was manufactured, and for some months we flew up and down the runway at Farnborough. The work we did there consisted mainly of getting adjustments to such items as the intensity of light source, and trying out the technique of landing the aircraft, which is rather different from conventional runway landing. Instead of watching the runway as one normally does, and checking the aircraft in order to put the aircraft down smoothly and gently, one merely watches now this spot of light on the mirror, keeping the spot of light in the centre of the mirror. In effect this means that one is maintaining a constant flight-path, and no attempt now is made to watch the ship at all.

"Something like 70 landings were carried out by two pilots, both of whom came away feeling very content that we had something."—(From a BBC overseas broadcast.)



The Navy Plays



Sailing Draws Wide Support

"Greater interest than ever . . ." would be the most appropriate way to define the attitude which is being shown in the activities of the Royal Canadian Navy Sailing Association this year.

For the 1954 season, Captain A. B. Fraser-Harris, Deputy Chief of Naval Aviation (Plans) Ottawa, was appointed chairman of the Association, succeeding Captain R. P. Welland, who was named to command HMCS *Venture*, the new officers' training establishment on the West Coast.

Lieut. (W) E. E. MacDermott, Ottawa, the new RCNSA secretary-treasurer, reports that there is a general increase in the interest in sailing this year.

The year saw the formation of a squadron in Montreal and another, at Vancouver, was expected to get under way later this season.

At the Royals Regatta, held at Montreal June 15-19, the Montreal

squadron placed ninth out of 11 entries. The honours in the regatta went to *Bluebottle*, the Dragon Class yacht which was presented to Her Majesty Queen Elizabeth II and His Royal Highness the Duke of Edinburgh as a wedding present.

The RCNSA entry in the Royals Regatta, the Dragon Class yacht *Glimt*, was skippered by Lt.-Cdr. Leslie Hutchins, staff officer, *Donnacona*, while the crew included Lt.-Cdr. R. R. Gale, RCN (R) Ret'd, and Sub.-Lt. (S) F. K. Johansen, *Donnacona*.

The RCNSA also participated in the open class regatta held by the Toronto Royal Canadian Yacht Club on June 26 and at the Royal Hamilton Yacht Club regatta, June 28, and then returned to Toronto, July 1-3, for the Toronto RCYC Dragon Class regatta.

In these regattas the *Glimt* was skippered by Cdr. P. W. H. Bradley, Commander (Air) *Shearwater*, and a crew composed of Lt. D. K. White, *Star*, and CPO Charles F. Church, *Stadacona*.

Reporting on the activities of the RCNSA Ottawa Squadron, Lt.-Cdr. A. A. Turner, commanding officer of *Bytown*, points out that it had already held three regattas at Dow's Lake and it is anticipated, with the interest being shown, that all 18 of the Squadron's craft would be in use in the near future. In addition to the regattas, which attract an average entry of about 20 members, a good deal of sailing is done on the weekends.

Three Wins for Escort Squadron

The First Canadian Escort Squadron salvaged three victories from ten encounters in half a dozen sports during the spring training cruise to the Caribbean.

At Charlotte Amalie, St. Thomas, Navy all-stars edged a local nine 6-5. In St. Vincent, the squadron soccer eleven was downed 2-1 by locals but sailor racquetters outclassed the St. Vincent Club in a tennis tourney.

In Bridgetown, Barbados, sailor hoopers were outshot 62-29 by an all-star aggregation in an exceptionally fast, clean game played under lights before hundreds of spectators. A local regiment beat the soccer squad 4-2 and tennis players lost a tournament with members of the Royal Barbados Yacht Club.

In Willemstad, Curacao, the squadron water polo team lost the final of a round robin match with a group from the Netherlands Navy and a local team. Tennis and soccer players also succumbed to shoreside opposition. Navy golfers, however, led by PO Don Worthington, defeated a sextet from the Shell Oil Golf Club. Worthington also won the Algonquin Challenge Trophy at St. George's links, with 32 entered.

Boat-Pulling Puts School in Lead

Ordnance School was well ahead in early encounters for *Naden's* Cock-of-the-Barracks Trophy, due mainly to a trophy-winning whaler crew.

CPO Norman Langton, a last-minute volunteer, set a terrific pace as stroke oar, despite a two-inch sliver in his hand. Under the whip-like urging of



Commodore E. P. Tisdall, Commodore RCN Barracks, Halifax, presents the Admiral Jones Shield to CPO Frederick E. Stiner. The shield is in memory of the late Vice-Admiral G. C. Jones, and is given annually to the man who contributes most in conduct, sportsmanship and character in *Stadacona*. CPO Stiner joined the Navy in 1929, and has been active in sports throughout his whole career. In 1934, he won the middleweight boxing championship of the Halifax Garrison Command. He was, for many years, in charge of the water polo team, and is a member of the *Stadacona* Senior "B" indoor rifle team. (HS-30728)

PO Edward Parham, coxswain, the boat finished in first place with a three-length lead.

The other competitions include four leagues of six teams each competing in softball, soccer, swimming, water polo, touch football and tabloid sports.

During May a record number of 48 softball games were played. Also held were 16 boat races with six crews participating in each. The top crews in each league were picked up to represent the Navy in a May 24 regatta.

Touch football is a new addition to inter-divisional competition.

Petty Officer High Scorer on Range

PO R. A. Shore led 303 sharpshooters at Heal's Range in Victoria with a score of 46 at the 200-yard target and 48 at the 600 July 19. Despite cool weather and steady rain, 35 marksmen turned out.

Next to Shore, who shot for PCRA (Navy), was Major W. R. Orchard of the 75th Regiment, who tallied a 50-possible at the short range and a 43 for 93. Margaret West, shooting for the 75th this time, came third with 47 and 43.

League Winners Came from Behind

The Mariners, captained by Ldg. Sea. Beverley Carey, finished in the best "Frank Merriwell" tradition to win the championship of the COND-Star Bowling League. The Mariners were behind 125 pins entering the final game of the six-game total-pin playoff but bowled magnificently to edge out the Islanders, captained by Ldg. Sea. John Dobson, by 6,080 pins to 6,011.

Each of the five members of the champion team scored more than 200 pins to total more than 1,200 in the important final game.

The other two finalists, the Pathfinders, with CPO Percy Way as captain, scored 5,956 while the Black Knights, with Bill Pearcey as captain, scored 5,892. The four teams had been the leading teams in the bowling schedule which began in October and ended in April.

Members of the championship team are: Ldg. Sea. Carey, captain, Lt.-Cdr. S. R. (Sam) Huntington, AB Douglas Bowen, Miss Louise Erwin and Wrens Lillie Buck and Shirley Barber.

Most of the individual honours in the league went to members of the Mariners. Captain of the team, Ldg. Sea. Carey, won the trophies for men's high average of 213, and men's high cross of



The naval bowling league, in which were entered teams from HMCS Star and the staff of the Commanding Officer Naval Divisions, completed its activities for the year with a supper dance at Star. The Mariners won the championship in the eight-team league. The members of the team are shown above. From left to right are: Wren Shirley Barber, Ldg. Sea. Beverley Carey, team captain, Miss Louise Erwin, Lieut.-Cdr. S. R. Huntington, Wren Lillie Buck, and AB Douglas Bowen. Ldg. Sea. Carey also won the trophy for men's high average and men's high cross. Wren Barber won the ladies' high average. (COND-807)

791. Wren Shirley Barber, won the ladies' high average with 177, while Mrs. Carey, who was an alternate, recorded the ladies' high cross of 685.

Men's high single went to AB Robert Ellison, while the ladies high single was won by Lieut. (W) Myrtle Allen.

Runners Below Games Standard

Although no runners in the Nova Scotia track and field trials at Wanderers' Grounds, Halifax, on June 19 for the British Empire Games were able to meet the required standard to represent the province, Navy entries made a good showing in the various events.

Cadet Edwin Knight, *Stadacona*, was first in the 100-yard dash, with a time of 10.9 seconds, while Ord. Sea. R. C. Lawrence, *Stadacona*, was second.

In the 220-yard dash, Ldg. Sea. John Carruthers, *Cornwallis*, placed first with a time of 23.5 seconds. Carruthers also won the 440, in 53.1 seconds.

Cadet Knight took second place in the 220, with Ldg. Sea. Lawrence in third place.

AB Kiyoto Takaota, *Cornwallis*, won the three-mile event but his time was almost one and a half minutes off the standard of 15.30 set for the race. Second place in this event went to Ldg. Sea. R. P. Challoner, *Stadacona*, and in

the six-mile race, Ldg. Sea. Harry Ver-rañ, *Cornwallis*, placed third.

Two days later Takaota also won the revived Halifax YMCA road race, when he breezed over the eight-mile course in 46.7.6.

Other navy entries taking part in the annual run this year in conjunction with Halifax Natal Day celebrations, placed as follows: Ldg. Sea. Verran, fifth; Cadet L. O. Bailey, *Stadacona*, sixth; Cadet G. S. N. Gostling, *Stadacona*, seventh, and Ldg. Sea. Challoner, ninth.

Twenty-Two Wins In 23 Games

The *Algonquin's* softball team returned from the ship's southern cruise with a splendid record of 22 wins and one defeat. Starting pitcher without a loss to his record was PO Cliff Latham.

The leading hitter and relief pitcher was outfielder PO Ray Eastman. Other hitters batting over .450 were Able Seamen Jim White, Herb Morton, and Don Merv.

In Bridgetown, Barbados, the basketball team lost a close game, 30-29, to the local team. However, on return to Halifax they downed the *Micmac* 39-20 in the final game of the season.

At St. Vincent, the *Algonquin* softball team defeated a combined *Lauzon-Prestonian* team by 17-3.

Air Maintenance Men Top Hoopsters

A husky School of Naval Aircraft Maintenance aggregation captured *Shearwater's* interpart basketball trophy which was presented early in the summer to team captain Ord. 'Sea. Jim Hotrum by Captain A. H. G. Storrs, commanding officer of the air station, during ceremonial divisions.

Team members included: Ordinary Seamen Frank Dawson, Len Willis, George Robins, Robert Featherstone, George Blankstein, Dale Klassen, Edgar Hornseth, George Mayne and Edward Glucky.

Shearwater Leafs Win Peewee Title

Shearwater Maple Leafs won the G. B. Murphy Trophy, emblematic of the Atlantic Command Peewee Hockey championship, despite the fact that the small fry ended their first season at the bottom of the schedule.

The league consisted of two *Shearwater* teams, Maple Leafs and Canadiens, and another squad from Shannon Park, talent in each case being drawn from boys between the ages of eight and 12 in naval married quarters. The Leafs won a best of three-game series with Shannon Park and then disposed of the Canadiens for the title.

The champs, managed by CPO J. B. Malone, include David Foster, David Morris, Bruce Bourquin, George Leadbeater, Derry MacDonnel, Ricky Scully, Tom Malone, David Croft, Tommy Mackenzie, David Pratt, Brian Dunn, Kenny Ball, John Sauer, Teddy Strickland and Roddy Scully.

PTI Serving At Gloucester

Gloucester's 135 personnel now boast the only Navy PTI of the Ottawa area. He's PO Bernard (Spud) Hughes who arrived from Collège Militaire Royal de Saint-Jean, Quebec.

Gloucester is entered in a four-team suburban softball league embracing Russell and Carleton counties. There is also an eight-team interpart league, a ten-team interpart volleyball league of two sections, and horseshoe competition is developing.

Welcome arrivals to the radio station, namely Wrens, are entered in interpart volleyball. *Gloucester* also boasts a softball diamond of interim quality until a new playing field comes into being later in the year.

Hughes, as unofficial "Fleet PTI", also coaches *Bytown's* nine in the National Defence softball league when he's not busy with his own teams or grinding out a weekly sports paper at *Gloucester*.

Starry Lineup On Soccer Eleven

Stadacona's team in the Halifax and District Senior Soccer League carries an impressive roster of players with experience in what are traditional soccer strongholds in both the U.K. and the West Coast.

These include CPO Reg Murray, PO Jack Straken, PO Fred Binger, Ldg. Sea. George Cumming, Sea. Harry Childs, Ldg. Sea. Donald James and AB George Linton. Petty Officer Johnny Pike is team trainer with Lieut. Percy Sands as manager.

Tortola Takes Cricket Match

In the interpart softball league of the *Quebec*, two games were played in *Tortola*. Ordnance defeated Officers 9-6 in the first game, and Chief and Petty Officers won over the Stokers, 10-5.

In cricket, the team from the ship lost 60-27 against an experienced eleven from *Tortola*. The soccer team lost to *Roadtown* Beavers, 2-1, and tied with a Norwegian Navy team, 0-0.

Two Navy Entries In HQ Softball

Two Navy teams are entered in the National Defence Softball League of seven outfits which got underway at *Ottawa* on May 18.

HMCS *Bytown*, administrative ship for Naval Headquarters, was in fifth place at the end of June after nine games, and *Carleton*, the *Ottawa* naval division, was in what looked like permanent possession of the league cellar.

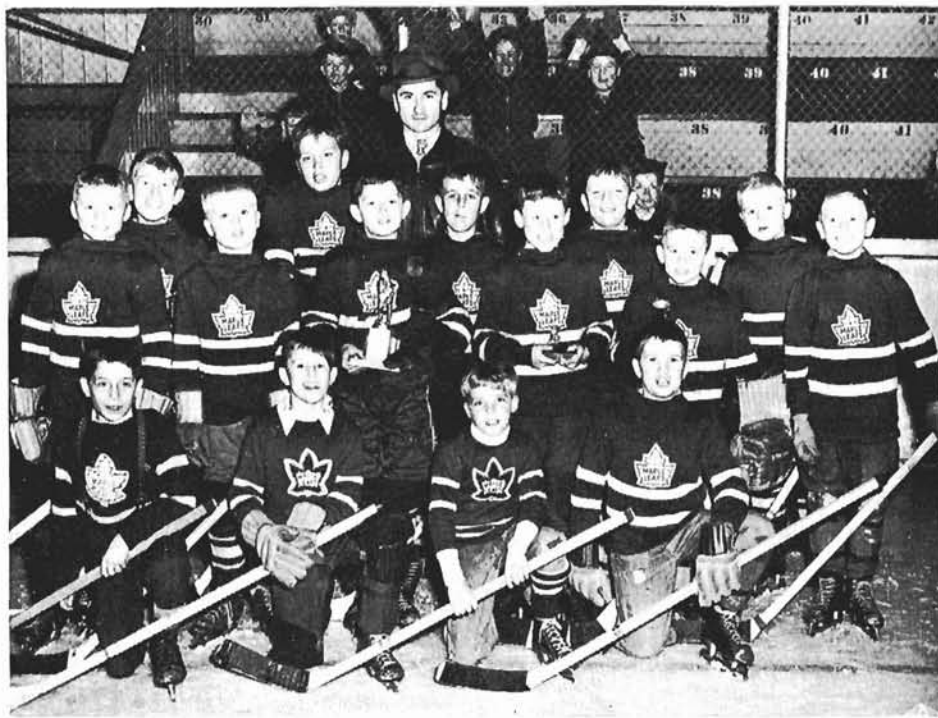
Other teams include Air Force Headquarters, No. 9 Army Transport, RCAF Uplands, Army Headquarters and RCMP. The schedule will be over at the end of July and playoffs among the top four teams will start shortly after.

PO Berny (Spud) Hughes coaches the *Bytown* squad, Ldg. Sea. Ken Brown is captain and Lt.-Cdr. J. J. Trainor is manager.

Sea Drafts Hit Lacrosse Team

The Pacific Command, entering a team in the local Senior "B" Lacrosse League for the first time in three years, got off to a good start by winning their first game 5-4. However, sea drafts caught up with a number of sailor players and the team dropped into the cellar of the four-team league.

When drafting again makes it possible to field a full team the Navy squad should give an excellent account of itself, as a number of experienced players will then be on tap.



The *Shearwater* Maple Leafs, winners of the G. B. Murphy Trophy, emblematic of the Atlantic Command peewee hockey championship, are shown in this slightly unseasonable picture. Left to right, front row (subs): David Foster, David Morris, Bruce Bourquin and George Leadbeater. Centre row, left to right, Derry MacDonnel, Ricky Scully, Tommy Malone, David Croft, Tommy Mackenzie and David Pratt. Rear row: Brian Dunn, Kenny Ball, CPO J. B. Malone, manager, Johnny Sauer, Teddy Strickland and Roddy Scully. (DNS-11929A)

The Long Road to Freedom

Canadian Officers Meet Couple From Behind 'Bamboo Curtain'

ON BOARD HMCS CAYUGA — Refugees from Communist China continue to make their way to Hong Kong and as they arrive, singly or in groups, small dramas unfold—unseen by all but a very few.

Three officers from the Canadian destroyer *Cayuga*, on a visit to Hong Kong, shared in one of these dramas—quite by accident.

The three, Lt.-Cdr. John Ley, of Victoria, Chaplain Charles Murphy, of Sydney, N.S., and Lt. Robert Young, of Kelowna, B.C., boarded the Shanghai to Hong Kong train at a small village near the Chinese Communist border,

after a sightseeing trip to the British-held New Territories on the Chinese mainland.

For a Hungarian professor and his Chinese wife, the Canadians were the first people they spoke to after crossing the Communist border.

The professor, a small man in his mid-forties, did not speak for many minutes after the Canadians had seated themselves opposite him and his wife.

Finally, he turned to Father Murphy. "How are things in Hong Kong?"

"Very well. Did you just come from Canton?"

"Shanghai."

Father Murphy, who had spent nine years in China and was expelled from the country by the Communists in 1949, enquired about conditions in Shanghai.

"Shanghai is a dead city. They are trying to regiment the people, but they cannot do that without destroying the Chinese family, and that they will never do for the Chinese loves his family above all else."

His wife, who spoke perfect English, said very little. She was gazing at the Chinese countryside.

"I taught English in the missions in Shanghai," the professor said, "but they made life so impossible for us. They do not allow English to be taught in the schools any more, only Chinese. We had to leave, but even that has been difficult. It has taken me six months to get a passport; my wife seven."

"Do you know Father _____ in Shanghai?" Father Murphy asked.

"Yes, I knew him. He has been arrested."

"How long were you in Shanghai?"

"Twenty years."

"Where will you go now?"

"We will try to start life again in Brazil. Twenty years is a long time. It all seems wasted now." He was silent for many minutes. Finally he said, "This is the first time in years that I have spoken so freely in public."

"Well, you don't have to worry now, you are free."

As the train entered Kowloon Station, across the harbour from Hong Kong, he spoke to his wife: "We are here at last . . . it is like a breath of fresh air."

As the Canadians walked along the station platform, the professor hurried up to the group: "Thank you so much for your hospitality," he said.

Two more refugees had arrived in Hong Kong, and three thoughtful Canadian sailors returned to their ship. —R.S.M.

Shoats, Shun! From the Left Grunt!

An uncanny knowledge of an obscure page of naval history is evidenced in an article which appeared in a recent issue of the Corner Brook Western Star, in the "Up Periscope" column, written by the editor, James B. Roe, formerly of Ottawa.

That the officer-hero of the story was bearded and that Mr. Roe, as an RCNVR lieutenant during the Second World War, was similarly bearded is probably sheer coincidence.

PIGS WILL BE PIGS, EVEN IN WAR

HMCS *Niobe*, the Canadian naval wartime drafting barracks at Greenock, Scotland, housed quite a number of sailors in its time.

Also about 140 pigs.

The pigs, of course, ate and slept by themselves. The RCN, taking over the lands and buildings, formerly an insane asylum, had undertaken, for some obscure reason, to assume responsibility for an assortment of hogs, sows, shoats, and piggery buildings as well.

One of the most prized appointments for officers at old *Niobe*, especially officers awaiting appointments to warships under construction in Britain, was "Staff Officer, Pigs". This delicious job eventually fell to a bearded naval officer of our acquaintance.

Being of a waggish turn of mind and personality at the time, and resenting

the shore-bound life, the bearded one proceeded to smarten up the piggery in a brisk and seamanlike style. The pigs were inspected each morning at precisely 0900 after they had been prodded into three ranks by a petty officer with a broomstick. The incumbent at the time was one "Witch" Wilson, a man who had marvellous influence with the swine.

Then, glove in hand and with beard rippling in the morning wind, the beaver would march solemnly between the ranks as the petty officer strode soulfully astern taking down names and numbers, and a couple of hundred seamen in the background cheered.

The barracks commander didn't like the way things were going in the piggery department, thinking our bearded buddy was making a burlesque of the show.

The tension between the front office and the piggery wasn't eased either when an aged hog turned up his toes one day on parade, and a sailor spectator played "Last Post" and "Reveille" on a mouth organ as the body was being removed in a wheelbarrow to the hospital for a post mortem autopsy.

The interlude served its purpose, however. The bearded swineherd got an expedited sea appointment. Perhaps it was the RCN's sense of poetic justice that sent Petty Officer Wilson to sea in a submarine—a craft the Americans loved to call a "pig boat".

NADEN BAND AT ESQUIMALT FETE

The band of HMCS *Naden*, under the baton of Lt.-Cdr. (SB) H. G. Cuthbert, was featured in a concert on the evening of May 7 at Memorial Park in Esquimalt as annual festivities of the municipality ended their third day. The celebrations are sponsored by the Esquimalt Celebrations Association.

LOWER DECK PROMOTIONS

Following is a further list of promotions of men on the lower deck. The list is arranged in alphabetical order with each man's new rank, branch and trade group shown opposite to his name.

ADAMS, John F. LSQR1
 ALLAN, Robert J. P2AC2
 ALLERTON, Donald P. LSCR1
 ALLEWELL, Harold. LSCCK1
 APPLEJOHN, Richard H. P1LA3
 ARSENAULT, Donat A. LSVS1
 ASHMORE, Gordon L. LSCS2
 AUCOIN, George G. P2CK2

BABCOCK, Frank W. P2CK2
 BACEDA, Francis D. LSLM1
 BAILEY, Kenneth A. LSNS2
 BAKER, Ronald C. LSCCK1
 BANDOIAN, John LSNS1
 BAXTER, William H. LSVS1
 BEESTON, John J. LSSW1
 BENNETT, Allen A. LSSW1
 BENNETT, George C. LSCS2
 BENT, John B. LSCCK1
 BINNINGTON, Richard A. LSEF3
 BLACKBEARD, Donald G. LSPW1
 BOND, Jean-Noel J. LSAA1
 BONDY, Robert G. LSAO1
 BOUDREAU, William R. LSRP1
 BRECKNELL, Raymond T. C2NS3
 BREAUX, Romeo J. LSAO1
 BRIARD, Kerry P. LSAO1
 BRIDEAUX, David G. LSNS1
 BRIGGS, Gerald W. P2VS2
 BROUILLETTE, Joseph H. P1SH4
 BROWN, Harold H. P1SH4
 BROWN, Robert W. LSPW1
 BRUN, Romeo J. LSCCK1
 BURCHELL, James E. LSCR1
 BURKE, Edward A. P2CS3

CALLAND, David R. LSEF3
 CAMPBELL, Kenneth R. LSAW3
 CAMPBELL, Robert S. P2BD3
 CARROLL, George W. P2SW2
 CARVETH, Louis V. LSCCK1
 CHABON, Frederick. LSEG3
 CHARD, Jack T. LSPW3
 CHARRIER, Roland J. P2NS2
 CHISHOLM, Wayne A. P2PW3
 CHRISTENSEN, Paul H. P1SH4
 CHRISTIE, Nugent S. LSCS2
 CHURCHILL, Donald J. LSCR1
 CIUCIURA, Robert S. LSCCK1
 CLARKSON, Norman. LSCV1
 CLOUTIER, Rene J. LSPW1
 COLE, Walter E. C2AW3
 COLLINS, Roy W. LSLR1
 COLOMBE, Gordon. LSCCK1
 CONNERS, Shirley A. LQSM1
 CONROD, Kenneth P. LSSW1
 CONSIDINE, Alexander P. P2RP2
 CORAY, John A. P2EM2
 CORBETT, John W. P2RC2
 CORKERY, Donley J. P2CS3
 CORNELIS, John J. P2EM2
 COTE, Marcel J. P1CK2
 COURTEPATTE, Lyle E. LSCV1
 CUSHING, Roger A. LSNS1

DAHL, James W. LSNS1
 DANKO, James J. LSCR1
 DANYLYSHYN, Ernest. P2MA2
 DAWSON, Francis R. LSAO1
 DENNENY, Joseph B. LSAO1
 DENT, Donald A. P2EM2
 DESJEAN, Gerard J. LSNS1
 DIBBLE, Jack A. P2SW2
 DICKIE, George A. P1VS2(NQ)
 DODD, Grant N. LSCS2
 DOHERTY, Douglas G. P2PW2

DOHERTY, James C. P2CK2
 DOUCETTE, Angus L. P1SH4
 DRESSEL, Roderic C. LSNS1
 DRUMMOND, Joseph S. LSCCK1
 DUBE, Jean R. LSCCK1
 DUGGAN, John J. P2BD3
 DUNHAM, Roy O. P1VS2
 DURDLE, Bruce N. P1AA3

EDDY, William D. LSNS1
 EDMONDSON, Stewart G. LSLM2
 EDWARDS, Robert P. LSAO1
 EGERTON, Alfred W. LSLM1

FLEMING, Clayton T. LSAW2
 FORBES, Barry E. LSEM2
 FORTIN, Raymond J. P2SW2
 FOSTER, David J. LSTD1
 FRITH, Robert. LSCCK1

GAGNON, Alfred J. P2PW2
 GALLANT, James. LSCS2
 GARAY, John. LSAO1
 GAUDET, Edgar. LSRP2
 GAUNT, William W. LSAW2
 GAYDA, Edward H. PINS3
 GIROUARD, Stafford J. LSCCK1
 GLOVER, James A. LSCR1
 GODDEN, Ronald R. P2AW3
 GOODWIN, Arthur R. P2AA2
 GOSSELIN, Peter M. P1CK2(NQ)
 GRAY, Arthur N. LSEA3
 GRANT, Roderick M. LSTD1
 GRAVEL, Lucien J. LSPW1
 GREGORY, Albert P. P1EA4
 GUINCHARD, Rendell H. LSTD1

HALL, Herbert. LSCCK1
 HALVERSON, Donald M. C2LA4
 HALVERSON, Ronald A. P2CK2
 HAMILTON, William K. LSVS1
 HAMOR, Paul P. P2CK2
 HANNAFORD, Peter K. LSSW1
 HARRINGTON, John W. P2EA3
 HARRIS, Gordon A. LSEG3
 HAWKINS, Gordon G. P2CK2
 HAYWARD, Ivan D. P2PW3
 HEALEY, Vincent J. P2AW2
 HIGGIN, Randall. P1AC2
 HILL, Stanley W. P2RN3
 HOLLAND, Owen M. P1VS2(NQ)
 HOPPE, Donald E. LSSW1
 HOWARD, Robert H. LSPW1
 HUBBARD, Norman A. LSRP2
 HURLEY, Allen J. LSAO1

IVANKO, Anthony. LSEF3

JACOB, John H. LSVS1
 JAMES, Earl J. LSRP1
 JAMIESON, Hubert C. LSAO1

JESSOP, Charles J. P2AW3
 JODOIN, Herbert G. LSCCK1
 JOHNSTON, Lloyd C. LSCR1
 JOHNSON, Roy E. P1PW2(NQ)
 JOYNSON, George L. P2CK2

KEATING, Ronald P. P2CK2
 KEEN, Leonard P. P1ET4
 KEIGHAN, Thomas E. LSCCK1
 KELLY, Norman W. LSCS2
 KERR, Allen. P2SW2
 KING, John. LSTD1
 KNIGHT, Douglas G. LSLM2
 KRAMP, Lloyd W. P2PW3
 KROTZ, Kenneth G. P2NS2

LACROIX, Pierre P. LSSW1
 LAMOUREUX, Roger R. LSTD1
 LAJOIE, Edgar J. P2CK2
 LEAMAN, Gerald W. LSNS1
 LECLAIR, Emmett J. P2CK2
 LEE, Ernest. LSNS1
 LEEMING, Richard D. P2PW2
 LEGGETT, Robert W. LQSM1
 LENK, Frank J. P1ER4
 LESPÉRANCE, Russell B. LSEM1
 LESSARD, Aurelien J. LSEA3
 LEVESQUE, Bernard J. P1CK2(NQ)
 LEVESQUE, Gerald J. LSVS1
 L'ITALIEN, Germain. P1AW3
 LUNDRIGAN, Patrick A. LQSM1
 LUTHER, Leander T. LSCR1

MADORE, Marcel J. P2SW2
 MAJOR, Joseph J. LSSW1
 MANUGE, Ralph F. P1SW2(NQ)
 MARSH, Paul H. LSVS1
 MARTIN, David. LSLM1
 MASON, Howard. P2NS2
 MATTSSON, Ralph A. P1CK2(NQ)
 MAYO, Edward C. LSNS1
 MILLER, Gordon F. P2VS2
 MILLER, Stewart R. P2RD3
 MITCHELL, William. P2RP3
 MOREL, Jacques J. LSPW1
 MORRISON, John C. P1VS2
 MORRISSEY, Daniel E. LSRP1
 MURPHY, Edward A. P2CK2
 MURPHY, Norman V. LQR2
 MURRAY, Ian F. LSCR1
 McALLISTER, George K. LSLM2
 McALLISTER, John H. LSSW1
 McARTHUR, Donald. LSCCK1
 McCaw, William E. P1SW2(NQ)
 McKEARNEY, Gerald M. P2NS2
 McKEE, George B. LQR1
 McKERNAN, Ernest K. P1SW2(NQ)
 McLAUCHLAN, John T. C2CR3
 McLELLAN, John G. LSCCK1
 McTAGGART, Willard P. LQR1
 MacDONALD, Frances R. P1AW3
 MacISAAC, Angus J. P2SW2
 MacKIDDIE, Maynard S. LSEF3
 MacNICHOL, Paul R. P2PW2

NEAL, Clifford F. LSNS1
 NICHOLLS, Gordon S. LSCCK1

OELKUCH, Raymond C. LSCCK1
 OLSON, Edgar O. LSCCK1
 O'QUINN, Michael T. LSCCK1

PATÉNAUDE, Joseph F. P2CK2
 PATTERSON, Murray W. P2CK2
 PERRY, Herbert E. LSSW1
 PERRY, Paul R. P2NS2
 PLUMTON, Raymond F. LSAW1
 PORTER, Russell V. LSPH2
 POULIN, Clovis J. LSNS1
 POUPART, Robert C. LSRP1
 POZDNEKOFF, Peter. P2RN3
 PRISKE, Robert E. LSTD2
 PROULX, Carol J. LQR1

B.C. Mother Takes Tip from Florists

A British Columbia woman was vexed by the fact that the cakes she sent her artificer apprentice son on board HMCS *Cape Breton* in Halifax grew stale on the coast-to-coast journey.

The solution?

Mrs. J. W. Finlay, of South Burnaby, B.C. wrote the *Chronicle Herald* in Halifax for a list of bakeries in the area who might bake a cake for her son's birthday on June 25 and send it to his ship.

Next question: Did Ord. Sea. Douglas W. Finlay, 17, find his birthday cake ranked with mother's cooking?

RAMSAY, Robert D.....LSCK1
 REDING, Earl E.....LSRP1
 REDLIN, James F.....P2EM2
 REDMAN, Kenneth L.....LSCR1
 REELEDER, Floyd H.....P2AC2
 REES, Raymond R.....LSRC1
 REYNOLDS, John R.....P2CK2
 RICHARD, Allain O.....LSCK1
 RICHARD, Yvon J.....P2NS3
 ROACH, John R.....LSPW2
 ROBERGE, Albert.....P2VS2
 ROBICHAUD, Joseph M.....LSLM2
 ROBINSON, Stanley W.....LSQR1
 ROSCAL, William A.....P2EM2
 ROSS, Gordon A.....LSPW1
 ROUSSEAU, Gilles J.....LSSW1
 RUPPEL, Harry.....LSCV1
 RUSNAK, John.....P2CR2
 RYAN, James M.....LSBD2

SCRIMGEOUR, James D.....LSEA3
 SECORD, Harry P.....LSTD1
 SEVERENUK, Simon S.....LSCS2
 SHEARD, Donald S.....P2AC2
 SHEEHY, Raymond L.....P2AA2
 SHIRLEY, Robert A.....P1CK2(NQ)
 SINCLAIR, Ronald N.....LSCR1
 SKINNER, John R.....P2CK2
 SKINNER, Walter R.....LSRP1
 SMART, James P.....LSCV1
 SMITH, Freeman E.....LSQM1
 SMITH, Kelvin G.....LSPW1
 SMITH, Ronald A.....P2CK2
 SPENCE, Ross R.....P2EM2(NQ)
 STEWART, Hugh R.....P2AW2
 STEWART, John C.....P2AW2
 STEWART, Kenneth E.....LSCK1
 STIPKALA, Donald A.....LSCK1
 STUBBS, Walter A.....P2NS2
 ST. JOHN, Bruce H.....LSAW1
 ST. PIERRE, Joseph R.....LSSW1
 SUTO, Harry S.....LSTD1

TABOR, Weldon C.....P2VS2
 TEDLIE, Wendell P.....LSCV1
 TERPENNING, Robert A.....P2LA2
 THERIAULT, Lionel.....LSAA1
 THIBAUT, Laurent J.....P2PW3
 THOMPSON, Charles H.....P1CK2(NQ)
 THOMPSON, Raymond.....LSLR1
 THOMPSON, Robert C.....P2PW2
 THOMSON, William A.....LSVS1
 TINER, Donald E.....LSBD2
 TOBIN, Bruce T.....P1AW2(NQ)
 TOUGH, Gordon G.....P1NS2(NQ)
 TRUDEL, Rene P.....P2AW2
 TUCKER, William E.....LSAR1
 TULK, Walter S.....LSRC2
 TUNIS, Tolbert S.....P1ER4

VALLILLEE, Paul L.....LSPW1
 VANCE, Lawrence F.....P1NS2(NQ)
 VOSPER, John D.....LSSW1
 VYSE, Donald K.....LSRP1

WAITE, James M.....LSPW1
 WALSH, Gordon J.....P2AW2
 WARING, Dan.....P1SH4
 WARNER, Walter F.....P1SH4
 WAY, Percival E.....C2AW3
 WEATHERBEE, Jack L.....P2SW2
 WEBBER, Lynwood E.....P2CR2
 WENTZELL, Eric D.....P2AW2
 WEST, Victor H.....P1NS3
 WHEELER, Roy D.....P1CV2
 WHETMORE, Roy H.....P2MA2
 WHILLANS, Charles K.....P2SW2
 WHITE, Jack.....C2PW3
 WHITE, Patrick.....LSCK1
 WILKIE, Roy J.....P2EM2(NQ)
 WILSON, Ronald J.....LSAA1
 WRIGHT, James A.....P2CS3

YOUNG, Simon J.....LSCK1
 YUILLE, Clifford R.....P2RC2



Nearly 200 Edmonton members of the RCN and RCN(R), together with Sea Cadets of RCSCC Warrior, paraded and attended church services in commemoration of the Battle of the Atlantic. The parade was commanded by Lt.-Cdr. C. H. Rolf. The Nonsuch band, it will be observed, is distinguished by the presence of a Wren drummer.—(Photo by David Bain Studio, Edmonton)

MARRIAGES

Able Seaman James Deppisch, *Magnificent*, to Miss Jean Arnold, of London, England.

Sub-Lieutenant Robert B. Dougan, *Ontario*, to Miss Pamela Alice Scratchley, of Victoria. Chaplain (P) G. L. Gillard, *Stadacona*, to Mrs. Grace Quinn, of Ottawa.

Able Seaman Earl Herrett, *Magnificent*, to Miss Marion Morton, of Farlington, Hants, England.

Able Seaman Wilfred Laurent, *Magnificent*, to Miss Joan Farrow, of Portsmouth, England.

Able Seaman William Edgar McClinchey, *Shearwater*, to Miss Barbara Mae McDonald, of Goderich, Ont.

Petty Officer Harold Reeves, *Magnificent*, to Miss Peggy I. Jones, of Birkingham, England.

Able Seaman Norman Roberts, *Magnificent*, to Miss Marjory Collins, of Manchester, England.

Able Seaman Brian Savage, *Magnificent*, to Miss Joan McLawrence, of Waterford, Eire.

Able Seaman Ernest Smith, *Magnificent*, to Miss Eve Andrews, of London, England.

Leading Seaman Norman Traversy, *Magnificent*, to Miss Mair Newman, of Bangor, North Wales.

Leading Seaman Robert Trotter, *Magnificent*, to Miss Frances Bowland, of Glasgow, Scotland.

Able Seaman Paul Trudel, *Magnificent*, to Miss Blanche Pagett, of Chesterfield, England.

Able Seaman Malcolm Wright, *Magnificent*, to Miss Mary Bart, of Crewe, England.

Surgeon Commander Maurice D. Young, *Discovery*, to Miss Catherine Lang, of Vancouver.

BIRTHS

To Able Seaman R. G. Charles, *Crusader*, and Mrs. Charles, a daughter.

To Petty Officer W. R. Churcher, *Crusader*, and Mrs. Churcher, a daughter.

To Able Seaman R. W. Cousins, *Crusader*, and Mrs. Cousins, a daughter.

To Able Seaman V. C. Flett, *Crusader*, and Mrs. Flett, a daughter.

To Able Seaman William C. Keenan, *Magnificent*, and Mrs. Keenan, a son.

To Petty Officer Mike Kereiff, *Crusader*, and Mrs. Kereiff, a son.

To Chief Petty Officer K. W. Kidson, *Crusader*, and Mrs. Kidson, a daughter.

To Lieutenant-Commander Denis D. Lee, Naval Headquarters, and Mrs. Lee, a daughter.

To Chief Petty Officer Charles Light, *Cornwallis*, and Mrs. Light, a daughter.

To Petty Officer C. R. Miller, *Crusader*, and Mrs. Miller, a daughter.

To Able Seaman E. D. McMorris, *Crusader*, and Mrs. McMorris, a daughter.

To Able Seaman L. J. Nuttall, *Crusader*, and Mrs. Nuttall, a daughter.

To Surgeon Lieutenant G. B. Page, *Crusader*, and Mrs. Page, a daughter.

To Chief Petty Officer John Reid, *Cornwallis*, and Mrs. Reid, twins, a boy and girl.

To Petty Officer R. J. Sears, *Crusader*, and Mrs. Sears, a daughter.

To Petty Officer J. P. Slater, *Crusader*, and Mrs. Slater, a son.

To Petty Officer Stanley Wyatt, *Cornwallis*, and Mrs. Wyatt, a daughter.

EXTRA SHIPS NEEDED TO TRAIN RESERVES

One of the largest groups of reserve sailors expected in Hamilton this summer arrived in Hamilton late in June to begin two week sea training at the Great Lakes Training Centre at *Star*.

The sixty-four members of the RCN(R) came from naval divisions all over Canada and are part of the 300 who will spend two weeks or more at the training centre this summer.


Two extra ships were pressed into service to accommodate the large group which arrived during the week-end.

NAVAL LORE CORNER

NO. 22
MONITORS



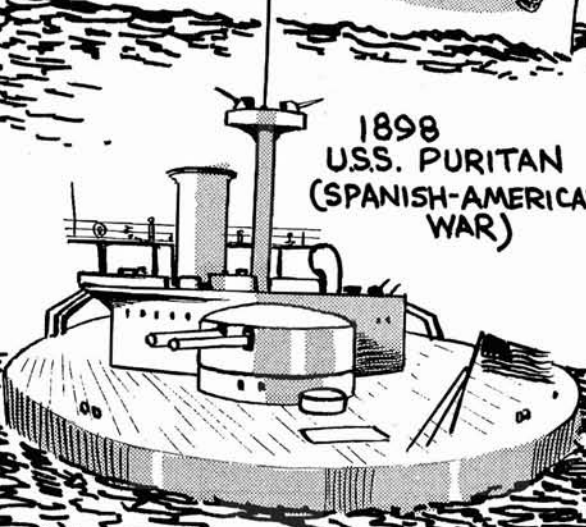
U.S. MONITOR
(WORLD WAR I)
2 12 IN. GUNS



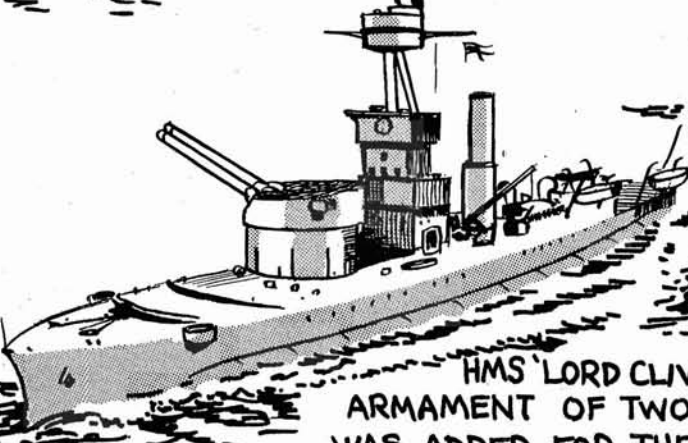
BRITISH MONITOR M-27
(1918)
EMPLOYED OFF NORTHERN
RUSSIA - TRIPLE 4-IN. GUNS



M3 - BRITISH SUBMARINE
MONITOR - ONE 12 IN. GUN.



1898
U.S.S. PURITAN
(SPANISH-AMERICAN
WAR)



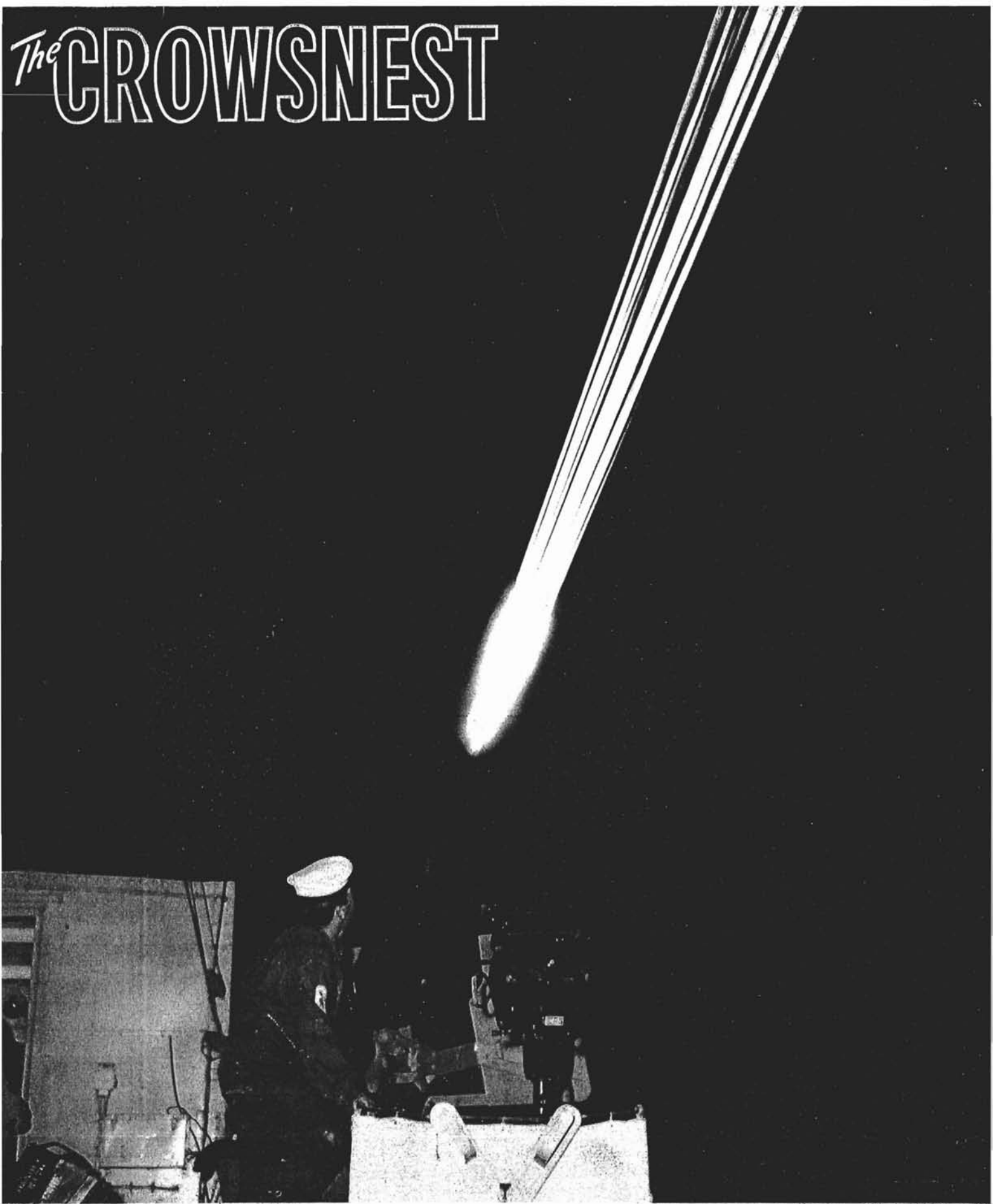
HMS 'LORD CLIVE' - TO WHOSE ORIGINAL
ARMAMENT OF TWO 12 IN. GUNS, AN 18 IN. GUN
WAS ADDED FOR THE FINAL BOMBARDMENT
OF THE BELGIAN COAST IN 1918...



10,100—8-54
Q.P. 209343
N.P. 575-1194

OTTAWA
EDMOND CLOUTIER
Printer to the Queen's Most Excellent Majesty
1964

The CROWSNEST



Vol. 6, No. 11

September, 1954



The CROWSNEST

Vol. 6 No. 11

THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER, 1954

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>The Great Debate—1954</i>	4
<i>New and Different</i>	10
<i>Introducing the New Minister</i>	11
<i>Crowsnest Crossword</i>	12
<i>Junior Birdmen</i>	13
<i>Everybody's Darling</i>	14
<i>The Days of the Doldrums</i>	15
<i>Officers and Men</i>	16
<i>Marriages and Births</i>	20
<i>Afloat and Ashore</i>	21
<i>The Navy Plays</i>	25
<i>Lower Deck Promotions</i>	28
<i>Navy Lore No. 23</i>	<i>Inside Back Cover</i>

Cover Photo—The unfamiliar sound of gunfire and underwater explosions, strange glaring lights and the jewelled paths of tracer shells by night puzzled Ontario lakeshore residents until the realization dawned that the phenomena stemmed from the most extensive training program yet undertaken by the Great Lakes Training Centre. The cover picture shows the starboard Oerlikon crew in the coastal escort *Digby* firing a burst. (COND-1014)

THE NAVY WELCOMES ONE OF ITS OWN

With perfectly good and obvious reason, the Royal Canadian Navy has felt that it has a special claim on His Royal Highness, the Duke of Edinburgh. His sea-going background is well known in the Fleet. He may at times make public appearances in the uniform of a Field Marshall or Marshal of the Royal Air Force, but any sailor knows that this is merely a result of the "exigencies of the service" and, whatever the colour of the cloth, a mariner's heart beats beneath it.

The Duke's visit to Canada during the past summer took him to remote regions which the average Canadian could not hope to visit in a lifetime. But it also took him to more familiar places and the Navy's Pacific Command, in particular, had the opportunity of meeting him intimately.

It was in Eastern Canada, however, that sailors in the earliest stage of their naval careers met him face to face. As shown on the opposite page, this occurred during the visit of His Royal Highness to Quebec City where he inspected a guard from HMCS *D'Iberville*, the new entry training establishment. The officer of the guard accompanying him is Lieut. D. F. Olive. (ML-1345)

Negative numbers of RCN photographs reproduced in *The Crowsnest* are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Photographic Section, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Sizes, finish and the new National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only	1.00

SUBSCRIPTION RATE

The *Crowsnest* may be subscribed for at the rate of \$1 for 12 issues.

Persons desirous of receiving their own private copies by mail should send their orders, accompanied by cheque or money order made out to the Receiver General of Canada, to—

THE QUEEN'S PRINTER,
75 St. Patrick Street,
Ottawa, Ont.



RCN NEWS REVIEW

Four Arctic experts got together in Halifax shortly before the Labrador sailed on her first voyage of exploration and research in the far north. Left to right, they are: Lt.-Cdr. J. H. MacLean, executive officer of the Labrador; Captain O. C. S. Robertson, commanding officer of the Arctic patrol vessel; RCMP Superintendent Henry A. Larsen, captain of the St. Roch, only vessel to have sailed both ways through the North West Passage, and Lt.-Cdr. K. H. Boggild, who sailed in the St. Roch in 1948 as naval observer.

Labrador to Sail Northwest Passage

Announced in early September was the fact that the Arctic patrol ship HMCS *Labrador* would attempt the Northwest Passage.

The *Labrador* late in August met up with the Beaufort Sea Expedition, composed of the U.S. ice-breakers *Northwind* and *Burton Island*, which had entered the Canadian Arctic by way of Alaska and she will return with them to the Pacific Coast.

The *Labrador's* success will mean that she will be the first naval vessel and the first large ship to negotiate the Northwest Passage.

Miramichi Now In Commission

Another of the new minesweepers destined for the NATO Mutual program, HMCS *Miramichi*, was commissioned at Saint John, N.B., on July 30, under the command of Lt.-Cdr. J. L. Panabaker.

The new ship is second to bear the name, the first having been commissioned at Vancouver in 1941. A Bangor class minesweeper, she was employed in anti-submarine patrol and escort off the West Coast throughout the Second World War. At the end of hostilities, she was eventually sold to Union Steamships Ltd., of Vancouver. The *Miramichi* is named after the bay in New Brunswick.

Iroquois Begins Third Korean Tour

The *Iroquois* arrived in Japan on August 22 to begin her third tour of duty with United Nations Naval Forces

in the Far East. She relieved the *Crusader*, which sailed for home to arrive in Esquimalt on Sept. 3, after nearly 11 months absence.

Meanwhile, the *Huron* left Halifax on August 1 for her third tour in the Far East. She will relieve the *Haida*. The *Huron* arrived in Long Beach in mid-August where Commander J. C. Pratt, of Windsor, Ont., assumed command, replacing Commander L. P. MacCormack, of Port Arthur, who was forced to relinquish command because of illness.

Ships Attend Games Opening

The Royal Canadian Navy was well represented at the British Empire Games opening at Vancouver on July 30.

Four days earlier a six-ship squadron, led by the cruiser *Ontario*, entered Vancouver Harbour, followed by the frigates *New Glasgow* and *Stettler* and the minesweepers *Comox*, *James Bay* and *Sault Ste. Marie*, carrying a total of 1,258 officers and men.

During the visit, the ships were open to the public and thousands of Vancouverites and tourists inspected the squadron. The ships sailed on August 1, the *Ontario* proceeding to Port Hardy to embark HRH the Duke of Edinburgh for his trip to the aluminum development at Kemano and Kitimat in Northern British Columbia.

Penetang Visits Labrador Ports

This year's cruise of His Honour the Lieutenant-Governor, Sir Leonard Outerbridge, to Newfoundland outports was on board the frigate *Penetang* and was

combined with the UNTD cruise program.

Particularly outstanding were the Memorial Day ceremonies of July 4 in Botwood and Grand Falls in which officers, UNTD cadets under training and men of the *Penetang* participated.

The *Penetang* left Halifax on June 29 and reached the farthest north point of her voyage at Hebron, in the latitude of Ungava Bay on July 7, working down the coast of Labrador and returning to Halifax at the end of July.

It was incorrectly stated in last month's issue that the *Penetang* was part of the First Canadian Escort Squadron.

Many Ships Visit During August

Many Canadian ports on both coasts were guests to visiting British, United States and foreign warships throughout the month of August.

The cruiser HMS *Sheffield* visited Montreal, Quebec City, Cornerbrook, St. John's, Halifax and Saint John, N.B., while the French frigate *l'Aventure* paid calls to Argentia and St. John's.

Montreal received visits from the U.S. destroyer escorts *Cross* and *Johnnie Hutchins* from August 6 to 9, while the DEs *Rizzi* and *Allen* arrived a week later. Visiting U.S. ships to Quebec City includes the DEs *Robert F. Keller*, *Heyliger*, *Osberg*, *Kyne* and *Snyder*.

Vancouver was host to the U.S. DEs *Weedon*, *John C. Butler*, *Goss* and *Brannon* during the month.

The Argentine Naval Transport vessel *Bahia Thetis* paid an eight-day courtesy visit to Montreal beginning August 6.

Three Officers Made Commodores

Three regular force captains became acting commodores September 1. They are Commodores Jeffrey V. Brock, Duncan L. Raymond and Patrick D. Budge.

Commodore Brock is the Naval Member, Canadian Joint Staff, London, and Naval Member of the Military Agency for standardization. Commodore Raymond, formerly in command of the *Ontario*, this month becomes Assistant Chief of Naval Staff (Plans) at Headquarters. Commodore Budge becomes Commodore, RCN Barracks and Officer-in-Charge, RCN Depot, Esquimalt. He was formerly Chief of Staff to the Commanding Officer Naval Divisions.

Duke of Edinburgh Meets RCN Again

During his recent tour of Canada, Admiral of the Fleet, His Royal Highness, the Duke of Edinburgh, renewed his friendly, long-standing acquaintance with the Royal Canadian Navy.

Highlight of his visits with the RCN was the Aug. 2 tour of *Naden* and Esquimalt harbour, the latter part on board HMCS *Comox*. He later sailed along the rugged B.C. coast from Port Hardy to Kemano in the Cruiser *Ontario*. His last memory of Canada was a rousing three cheers and a 21-gun Royal salute, when the cruiser *Quebec* parted from the Royal Yacht *Britannia* which she had escorted to mid-Atlantic.

Early in his journey to Canada he had inspected a guard from HMCS *D'Iberville* during his visit to Quebec City.

His Royal Highness' first official RCN welcome was in Victoria by Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, while *Naden's* Gunnery School fired the royal salute in the background. Cdr. W. S. T. McCully, parade commander, then reported the parade of 1,300 officers and men at attention on the *Naden* playing field, and the Royal visitor, accompanied by Rear-Admiral Hibbard and Commodore K. L. Dyer, Commodore RCN Barracks, inspected the guard, under the command of Lt.-Cdr. John Husher.

Just before the ensuing march past, His Royal Highness presented the Queen's Canadian Dirk to Cadet (E) C. T. Gunning, son of Mr. and Mrs. Robert Gunning, of Peace River, Alta., and grandson of Vice-Admiral Sir T. J. Hallet, RN (Ret.) for the best all-round cadet completing his final year. The Duke also presented the Nixon Memorial Sword, awarded to the naval cadet possessing the highest officer-like



Fittingly coinciding with the celebration of the Pacific Command's Navy Day, HMCS *Venture*, the new officers' training establishment, was commissioned at Esquimalt on August 7. Cadets were to arrive on September 12 and training begin eight days later. Shown is Captain R. P. Welland, commanding officer of *Venture*.

qualities, to Cadet Captain Morrison W. Hewitt, of Hamilton; the Department of National Defence Officer of the Watch Telescope, for attaining the highest standing in academic studies, to Cadet Captain Russel Volker of Whonnock, B.C.; the John Stubbs Memorial Shield for athletic ability to Surgeon Cadet J. E. Emmery, of London, Ont.; the Department of National Defence UNTD sword as the best all-round Cadet following two years of training, to Chief Cadet Captain George Cassidy, of New Westminster, B.C.; and the Department of National Defence telescope awarded to the Cadet selected as runner-up to the winner of the UNTD sword, to Chief Cadet Captain Grantham, of Vancouver.

Later in the day, His Royal Highness was flown to Port Hardy, B.C., where he embarked in the *Ontario* for an inspection trip to the new Aluminum Co. of Canada project at Kemano and Kitimat. The Duke spent the evening on board the cruiser informally meeting some of the ship's officers in the wardroom, later watching a movie.

On the East Coast, the Duke of Edinburgh's Royal Yacht *Britannia*, was escorted by HMCS *Micmac* during her visits to Montreal and Quebec City and up to Goose Bay, Labrador. Cdr. Dunn Lantier, commanding officer of *D'Iberville*, boarded the *Britannia* during her Canadian visits as RCN Liaison Officer. The *Quebec* accompanied the royal ship approximately half-way across the Atlantic, where she was relieved by a Royal Navy escort.

LETTERS TO THE EDITOR

The following letter is published as a courtesy to the Ambassador of Yugoslavia to Canada and at his request. It is pointed out that "The Crownsnest", which is largely composed of contributions from the Fleet, neither attempts to express official government policy nor to reflect any political viewpoint or special interpretation of history.

Dear Editor,

I was very sorry indeed to learn from the article published in *Crownsnest* under the title "RADMILA" how the generous crew of HMCS *Wallaceburg* has been misled by the London foster parent plan for war children, and where it reads "the Organization after very careful consideration" chose a Yugoslav girl "displaced person in Germany, whose parents fought against Tito's partisans and the Nazis."

Thus to an act of noble charity has been given a political background, and a wrong one.

First of all the forces of General Mihajlovic did not at all fight the German occupation troops. They collaborated with them. This was the reason why all military allied missions were eventually withdrawn from General Mihajlovic's headquarters, and Tito's partisans were recognized as the only allied army force during the war, as subsequently confirmed from very many public statements by Prime Minister Churchill, Brigadier MacLean (now a Conservative M.P.) former head of Allied Mission to Marshal Tito's headquarters, Canadian Major Jones, who parachuted during the war into Yugoslavia, and many others. These are historical facts.

Although a poor innocent child Radmila should not suffer from the misconduct of her parents during the war, my modest opinion is the London foster plan for war children might have made a better choice. There are more than half a million war orphans in Yugoslavia, victims of Nazi occupation. And the London foster parent plan should especially refrain from giving this act of charity a political background contrary to historical facts and not friendly to the Yugoslav Allied fighting forces during the war and to the F.P. Republic of Yugoslavia which has always been a friendly and allied country to Canada.

Your courtesy in publishing this letter would be most appreciated.

Sincerely yours,
(Dr. Rajko Djermanovic)
Ambassador

Ottawa, August 25, 1954.



The Great Debate—1954

One of Britain's new rockets is shown at the moment of take-off. In a few seconds it will have reached cruising speed and booster motors will drop from its sides. Rockets have been developed which can travel over 2,000 mph. (U.K. Information Office Photo.)

The following article is a thought-provoking statement of the case for "conventional" weapons vs. the "air-atomic" concept. Written by Commander Ralph E. Williams, Jr., USN, it is the 1954 prize essay of the "United States Naval Institute Proceedings" and is reprinted by permission of the United States Naval Institute, Annapolis, Maryland.

OURS BEING a free country, the proponents of any course of action are entitled to argue the merits of their case before the forum of American opinion, provided that they do not overstep the bounds of simple decency and military security. If they argue honestly and if all sides to a question are competently put forth, the American public will generally show enough wisdom to choose one of the better alternatives. This is a far cry from saying that the American people will invariably act rationally in dealing with issues. We have made some pretty terrible mistakes in the past, and no doubt we shall make more in the future. But the signs of our times warn us that we had better not make too many and that there are some mistakes that we now simply cannot afford to make at all.

So the process of public debate upon the issues that press upon us for decision goes on, must go on as a necessary function of a working democracy. And the evidence is rapidly accumulating which would lead one to suspect that a debate of major proportions is shaping up for the early months of 1954.

To begin with, we have been doing two things at a prodigious rate over the past three years: spending money and developing new weapons. We are tired of the former and entranced with the latter. Since the beginning of the Korean war we have spent over a hundred billion dollars directly for national defence and have authorized the expenditure of nearly a hundred billion more. Our soldiers, sailors and airmen come — a good many of them reluctantly — at \$10,000 a year. Twenty-five thousand of them have died and a hundred thousand more have been injured in three cruel and bitter years of fighting.

Now a conscript army is a decidedly unpopular thing in a democracy, even in the face of a clear and evident need for it. It can be expected that as the present armed truce in the world wears on, the present level of our Armed Forces may become increasingly difficult to maintain in the face of a mounting weariness with the separations, hardships, inconvenience, and economic burdens that it inevitably entails.

One of the contributing causes to this great restiveness has been and will continue to be the strategic and tactical

possibilities held out by the recent advances in novel weapons. Nuclear bombs enormously more powerful than the nominal 20-kiloton Hiroshima weapon have been developed and tested. Guided missiles of a number of types are in varying stages of development, and some are already in production. Missiles capable of carrying atomic warheads have been launched from the deck of ships. The Army has successfully fired an atomic projectile from a 280-millimeter cannon.

Reading as much significance as they could into the sketchy announcements of the Defence Department, many Americans have come to conclude that we are reaching the pay point on a completely new weapons program centred on atomic bombs and guided missiles, which would provide, at a fraction of the cost of money and manpower, several times the destructiveness available from our present weapons. A battery of atomic cannon might replace, not a division's artillery, but the division itself. A few small guided missile ships might come to do the work of an entire carrier task force. A relatively few atomic bombs delivered upon a selected target system by aircraft, guided missiles, or a combination of the two would completely destroy the war-making potential of an enemy and do it within so short a period as to render superfluous and unnecessary most of our existing armaments. The era of push-button warfare, or something close to it, appears to be just around the corner.

MEANWHILE, we have not been alone in the development of super-weapons. On August 20, 1953, it was officially confirmed in this country that the Soviet Union had exploded a thermonuclear device. Disregarding the technical language in which it was expressed, most Americans took the announcement to mean that the Soviet had, or eventually would have, a bomb capable of levelling a city the size of New York. The announcement fixed the position of Soviet progress in thermonuclear development as being about a year behind our own, and perhaps as much as a year ahead of what our previous estimates had considered it to be. Significantly enough, it compelled many Americans for the first time to consider seriously the matter of continental defence against atomic attack and what, if anything, could be done about it.

New Year's 1954 thus found us more than ordinarily preoccupied, not only with atomic warfare, but with the burdens of maintaining both atomic and conventional weapons systems. Since a good part of this preoccupation will lead to the conviction in certain quarters that we ought to be doing something other than what we are doing (pending on whose viewpoint is at stake), it is a fair guess that our present arms program will come in for increasing criticism as the proponents of opposed views come to grips with the earthy realities of money and people in the budget-making process next spring.

On the other hand, we may expect that the present program will be stoutly defended, as it already has been in the public press, by those charged with its formulation and development. Speaking before the Marine Corps schools in Quantico, Va., in September, Secretary of the Navy Robert B. Anderson expressed his convictions about weapons systems in these words:

"The increasing power of the atomic bomb suggests to me that the need for improvement of the more conventional forms of warfare may well become greater, rather than less, as we approach absoluteness in mass destruction weapons."

In something of the same vein, Army Secretary Stevens observed in October 1953, "The time is not here when it would be the part of wisdom to put all our eggs in one basket. The necessity remains for the maintenance of military forces whose successful employment has been proved." Twice in November 1953, General Ridgway found it appropriate to emphasize and explain in his public utterances the importance of the ground soldier in war.

As the field of manoeuvre thus narrowed with the approach of the coming fiscal year, we are likely to see a contest between two opposed strategic concepts revived with an asperity unknown since the days of Billy Mitchell. For purposes of identification, these views are summarized briefly in the following two paragraphs.

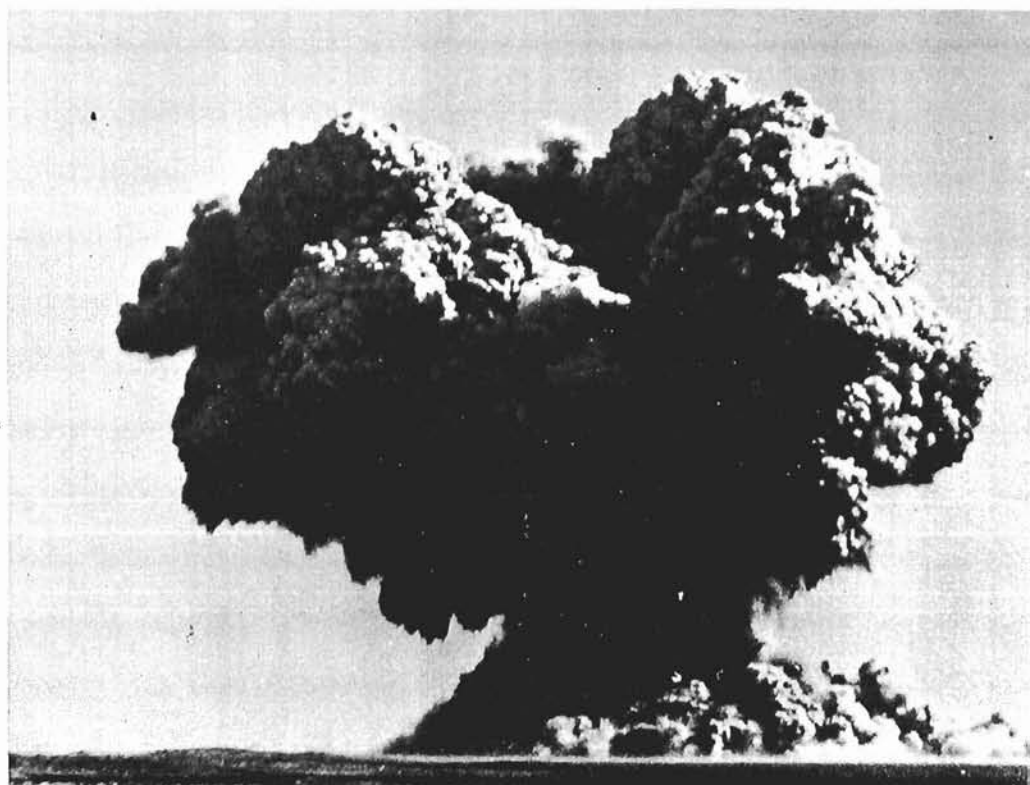
First, there is the air-atomic concept, very capably advanced in the September 1953 issue of the *Atlantic Monthly* by former Secretary of the Air Force Finletter, which sees an atomic blitz as the transcendent danger to the United States and advocates a strategic atomic air-arm capability of overwhelming strength as the once decisive weapon about which our military strategy should be built. While conventional weapons would not be eliminated entirely, far greater emphasis than is now the case would be placed upon atomic devices. Within the context of current budgetary policy, this could only mean a drastic reduction in conventional armaments to provide the wherewithal to finance the increased air capability advocated.

Second, there is the much-maligned balanced force concept, which seeks to have the forces available to handle a variety of enemy capabilities, both atomic and conventional. Through it we seek to be reasonably well-equipped to deal with any eventuality, rather than to be pre-eminently well equipped to deal with one, and not equipped at all to deal with the others. In all fairness it should be noted here that this

balanced force concept has never had anything to do with equal shares in the budget. To be specific, appropriations since the inception of our present National Security Organization in 1947 have given \$69 billions to the Army, \$59 billions to the Navy, and \$74 billions to the Air Force. The remaining unexpected obligational authority provides \$27 billions for the Army, \$24 billions for the Navy and \$37 billions for the Air Force. Ideally, a balanced force is balanced against enemy capabilities—nothing more and nothing less. Within the limitations of what can be done with things being the way they are, our present force is constituted with that objective in mind.

PERHAPS the first thing to be said about these two concepts is that as stated by their protagonists they are indeed incompatible with one another under a budget anywhere remotely resembling what the American people could or would support under to-day's conditions. This being the case, we face the prospect of another great debate in the months ahead in which, ironically, the contest in the budget arena will be an interesting but irrelevant side-light. For the real issues which confront us go far deeper than the momentary strength of the Army, or the Navy, or the Air Force, or the state of our continental defence, or the size of our atomic stockpiles. These things are but the surface evidences of a division that goes to the roots of our civilization itself. It is to be hoped as the

The atomic cloud billows upward after the A-bomb explosion during the British tests at Monte Bello off the west coast of Australia. (U.K. Information Office Photo.)



American people encounter these issues and deal with them that they can be persuaded to believe that here is something fundamental to the survival of all that is fine and decent and worthy in our heritage, and perhaps of the world itself as we know it. For we shall be considering nothing less than the place and purpose of war in the pursuit of the objectives of a democratic society.

II

IT IS THIS fundamental issue that relates the great debate of 1954 so closely to the great debate of 1951. It will be remembered that one of the issues over which that conflict raged was that of whether or not our true interest would be served by enlarging the scope of the Korean conflict to include the mainland of China. We eventually decided that it would not. Another issue, and one which brought Mr. Attlee to Washington rather precipitately to discuss the matter, was that of whether we should use the atomic bomb, either tactically or strategically, on the enemy we were then fighting. We decided it would not only be profitless but dangerous to do so. And while we were never very definite about our political objectives in the Korean war, it is quite plain that they never at any time went beyond the unification of Korea, and that perhaps only while our troops were rampaging through the People's Republic on their way to the Yalu. No one in his right mind ever had any idea of starting a new world order out of the military decision we sought in Korea.

Finally, and much later, we accepted an armistice without victory under a territorial dispensation that left Korea about as it had been three years before, and with the northern half of it firmly in the possession of an undefeated army.

Perhaps not since the time of President Polk has our country been so bitterly divided over the conduct of an external war, and the acrimony of the 1951 debate will be with us for years to come but if we consent to view the matter objectively, and without discussing the merits of the case, we can see in our conduct of the Korean war a total departure from our two immediately previous adventures into the realm of international violence. Its significance lay in the fact that for the first time in this century we deliberately chose to fight a major war in a lesser degree than that of which we were capable. In what was truly a remarkable act of forbearance we,

of our own design, limited our objectives, our methods, and the area of our military operations in recognition of the fact that a conclusive military victory was not a summary objective of our efforts.

All this was in sharp contrast to the two wars immediately preceding. There we were disposed to picture each conflict as an uncompromising fight of right against wrong, to insist upon beating the enemy into complete submission, and to regard negotiations for anything less than unconditional surrender as a covenant with the Devil himself. In the second of the World Wars this moral hysteria betrayed us into a witless paranoiac insistence that 80 million Germans and 70 million Japanese were our mortal enemies and must be destroyed wherever they might be found and at whatever cost.

Having announced by both word and deed our intention of giving no quarter, we were properly rewarded for our short-sightedness by having to overrun every foot of Germany to the Elbe and of having to expend thousands of

lives and billions of dollars to bring a capitulation to Japan who was hopelessly beaten at least a year before. Then, on the morrow of victory, we concerned ourselves mightily with the weakened state of our past enemies and began to pour out billions of dollars to restore what we had so recently poured out billions to destroy.

So the 1951 debate turned the country's attention directly upon the matter of the place of war within the framework of national policy. It resulted in our decision to fight a limited war, for limited objective by limited means. It was a significant departure from the Wilsonian credo of "force, force to the utmost, force without stint or limit," or the Rooseveltian "Unconditional Surrender", or of General MacArthur's more recent "War's very object is victory". And it is an indication, but only an indication, of the disposition of the American people who view the matter of dealing with one's enemies in a calmer light than they had exhibited before and to set some sort of limit upon the price in blood and treasure which we might be willing to pay to attain a political objective of limited advantage to our national security. The territorial integrity of the Republic of Korea was vital to us and worth our going to considerable expense and trouble to preserve. It was not so vital that it was worth our becoming deeply involved in a continental war with China which might end in a total global conflict and somehow we knew it.

In peace or in war, there can be but one rational basis for a nation's acts and policies: namely the pursuit of objectives that will most effectively advance its interests. Moreover, the controlling objectives of a nation are always political ones, never military. War is never fought merely for sake of fighting. Beyond the end of any war—and wars do end—political relationships again supervene, and in order for the war to have had any purpose for the victor those political relationships must be more satisfactory and more hopeful at its end than they were at its beginning. If a war is pursued with any other objective in mind it is being conducted irrationally and at odds with its larger purpose, and a nation which persists in such conduct will eventually go down to the ruin and destruction it rightfully deserves.

Perhaps a dawning awareness of this reality was in fact the controlling element in our deliberations about the Korean war. If this is the lesson we have gotten, however, imperfectly, from our bitter experience of the past 40 years, then we have indeed come a long way.

Rocket Weapons 700 Years Old

The Chinese, when they first launched rockets against the Tartars more than 700 years ago, could scarcely have dreamed that their invention would be the ancestor of today's guided missiles, capable of carrying an atomic warhead and of travelling many times as fast as sound.

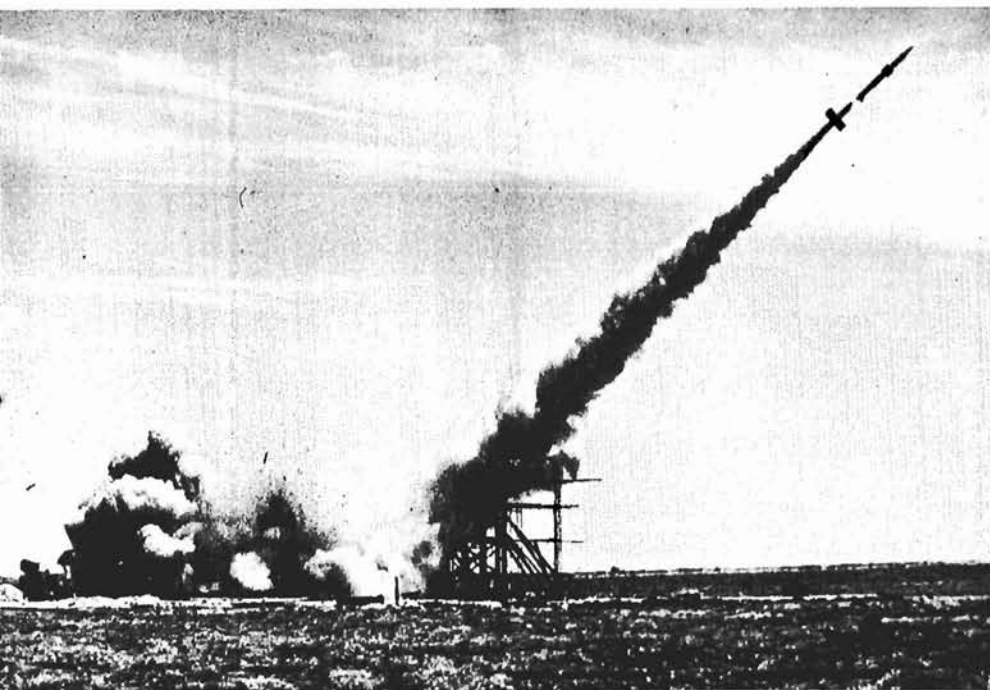
The rocket has had its ups and downs as a military weapon. Inaccurate and often dangerous to the user, the rocket did not become an effective missile until the early 19th Century when Sir William Congreve designed one with a metal casing, carrying a projectile in its head.

A rocket battery of the Royal Artillery served with distinction in the Leipzig campaign in 1813 and the following year the Congreve rocket was used against American forces—a fact which is recorded in the United States' national anthem ("The rockets' red glare . . ."), written in 1814.

The Congreve rocket was succeeded in the British forces by the Hale rocket, but even it was discontinued in 1885 as a result of the rapid improvement in conventional artillery.

The great powers continued their research, but the greatest advance was made by the Germans, who launched the V2 against England in 1944. This reached a top speed of 3,600 mph during its passage and its arrival preceded the noise of its flight. Smaller rockets were used with success by the Allies during the Second World War on land and sea and by aircraft.

Since the war, rockets have been developed to attack any targets, moving at any speed, on land, on water or in the air.



A guided missile is launched from a base on the Woomera rocket range, Australian site of the British Long-Range Weapons Project. (U.K. Information Office Photo.)

III

NOW WE ARE about to see the question of the limitation of war put to us again, stated in different terms than it was in 1951. Naturally enough for America, most of the sound and fury will centre about weapons and weapons systems. We are a great people for gimmicks and gadgets, and sensing this, the parties at interest will undoubtedly state the case in terms of performance of the weapons they seek to procure. But if our understanding of the problem stops here it will indeed be unfortunate, for we shall be deceived into thinking we have a simple choice between means to the same objective.

This is not the case. The air-atomic concept is oriented in an entirely different direction from that of the balanced force concept and cannot in its very nature be employed for the same purposes. A nation is bound to pursue ends which its leadership considers essential to the advancement of its long-term interest. This it does through peace and through war, dependent upon the circumstances in which it finds itself. The strategy and weapons of the balanced force concept are designed to serve the ends of policy, and while they have not always done so, the possibility was always there, and there was nothing inherent in the nature of the concept that would preclude its being employed effectively in the pursuit of national goals.

The inherent weakness of the air-atomic concept and the source of its incompatibility with sound national objectives arise out of the fact that its

weapons cannot be used at all except in total war. And total war in the light of today's weapons capabilities means the irretrievable loss of all objectives of every nation involved in it. None of the belligerents could ever win such a war; most of them could not even survive it.

It may be argued, with some merit, that American atomic air power was the principal deterrent to a general attack by the Soviet in the years immediately following the Second World War. That may be true, but it is also irrelevant. 1947 is not 1957. The Soviet atomic capability has gone a long way toward neutralizing our own, and our own atomic capability now gives us small comfort indeed.

Threat of the use of atomic weapons did not deter, for example, the North Korean invasion of June 25, 1950, nor did it deter the entry of the Chinese volunteers into the conflict six months later. It did not deter the conquest of China by the Communists—a staggering blow to our position in the Far East. It did not deter the Communist intervention in Greece. It did not deter the Berlin Blockade. Despite our obvious and vital interest in French-Indo China, it does not deter in the slightest instance the operation of the Viet Minh forces there. In no possible way does it deter the ceaseless political, economic, and ideological warfare carried on against us year in and year out. Further—and this is something we all should think about very carefully—it is not going to deter an attack upon our allies in Europe by an enemy deliberately restricting his operations to conventional methods under a quid pro

quo with his victims against the use of atomic armaments. For it is not ourselves and not our President who in these circumstances will have the last word in the use of our atomic airpower. Rather it will be the nations whose continuing consent is necessary for our use of the air bases we have constructed within their boundaries, and upon whose policies and attitudes we shall have to depend, for many years to come, for the full and effective employment of our atomic capabilities.

DESPITE these limitations, our atomic air power is, within its proper field of effectiveness, an indispensable part of our military power. It suffers principally from being over-sold and from having capabilities ascribed to it that it never in fact possessed.

It cannot deter political, economic, or ideological warfare, nor can it deter conventional military operations. But it can, and must, deter an attack by a hostile power using atomic weapons, and in this, and this alone, lies its whole purpose and justification as a method of warfare. Its real value is that of an uncommitted reserve and it loses that value the moment it is committed; for if atom bombs fall on Leningrad or Moscow, they will surely fall on Washington and New York, and the sum of this bloody business of trading queens will very likely be ruin and stalemate for both sides. Ironically, atomic air power can be justified only for the sole purpose of insuring that it will never be used. Be it based on Air Force or naval capabilities, this is what our possession of atomic air power means, and this is all it means.

Atomic airpower deters atomic airpower, period. If we want to deter anything else and if we want to have the means of dealing with the situation in case the deterrents fail, we must be able to counter, promptly and effectively, any aggressive movement, whether by a hostile army, navy, or air force. We must have weapons and concepts suited to the needs of every level of military operations between the border raid and all-out global war. If our forces are to play their part effectively as an instrument of national policy, we must have this broad capability and our enemies must know it. If we do not have such a capability, and if we narrow our freedom of action to fit the limitations of a single weapon concept, we court a very dangerous possibility.

If, by our concentration on a single weapon, we reduce our other military capabilities to the point where we can make no adequate reply to an act of

limited aggression, we can, when confronted with such an act, have only two alternatives: We can capitulate, and stand idly by, watching our position in the world being nibbled away, or, perhaps stung by frustration and humiliation of successive defeats, we may invoke our atomic power and in so doing extend the conflict to a scope and level of intensity totally unwarranted by the circumstances of the aggressive act. In this way, by limiting our capability of dealing with the acts of limited warfare, we substantially increase the chances of atomic warfare. Worse still, the atomic superiority upon which we relied as a deterrent to war would, through our weakness in conventional measures, serve to invite the very conflict we seek to avoid.

The Air-Atomic concept, moreover, is singularly at odds with our participation in any program which might have for its objective the control of atomic weapons. It has consistently been our policy to seek a basis on which atomic weapons might be effectively brought under international control. We have gone so far as to author a plan for such a purpose which has won support from all the membership of the United Nations save the Soviet bloc. But if atomic weapons become our only effective means for exerting force, we can hardly countenance any arrangements which would deprive us of our only means for defending ourselves. Once committed to the air-atomic concept, we must necessarily abandon once and for all the search for ways of outlawing nuclear weapons. Yet to do so is to abandon hope that the world can ever move so much as an inch out of the shadow of the atomic bomb.

SOMETHING REMAINS to be said about the proposal that atomic weapons be employed for tactical purposes while forswearing their use in strategic operations, the idea being to establish certain limits upon the types of operation and, to an extent, the geographic area in which maximum force could be used. If such a delineation could in fact be accomplished, the non-military elements of the nations involved might regain much of the privileged status they enjoyed prior to the Second World War and the military decision might be brought off with far less destruction and far more purpose than otherwise might be the case.

In point of practice, however, there seems little prospect that any kind of line can be drawn, either as between tactical and strategic operations, or between military and non-military targets. Most prospective battle areas are

rather densely populated. Armies fight in, around, and for cities. The combat zone in a war of mobility may be 50 miles deep, and a target classified strategic one day may well become tactical the next. Battlefield interdiction, a legitimate and necessary tactical operation, demands the destruction of roads, railroads, rolling stock, port facilities, and waterways directly serving an enemy's battle formations. Almost without exception, the most lucrative of these communications targets will be found firmly imbedded in a matrix of noncombatant installations. If anything as imprecise as an atomic bomb is used upon them the whole case for differentiating between targets falls down. It makes little difference if ground zero happens to be in the middle of a railroad marshalling yard if the town around it is blown sky high as well.

This simply means that we need to know a great deal more than we now know about the tactical possibilities, both offensive and defensive of atomic

weapons. There is good reason to look for their use against such obvious targets as convoy formations, concentrations of troops and shipping during amphibious operations, and particularly important individual ships such as aircraft carriers. It is our misfortune that in the nature of our circumstances as a sea power we should present so many targets which are clearly and exclusively military or tactical, or both. We are thus relatively more vulnerable than a land-based enemy to any convention restricting the employment of atomic weapons to certain categories of targets and operations—which is all the more reason why we should seek to ban them altogether.

There might still possibly be a use for the atomic bomb as a weapon to be applied directly against troops in open country, but its value in such cases is open to serious question. Even a thermonuclear bomb, to be worth while, demands a certain minimum density of personnel and equipment in the target area, and whether this minimum re-

A German V-2 rocket at the start of its flight. It has been speculated that this weapon, had it come into production before Germany was in retreat, could have changed the course of the war. (U.K. Information Office Photo.)



quirement would ever be met is something no one can know for certain. The use of atomic weapons, or even the threat of their use, by both sides in an operation leaves the whole matter of future land warfare open to conjecture. Only this much seems certain: when the last bomb has been detonated and the last gun has been fired, the issue of the battle will go to the side whose soldiers are in possession of the ground over which it was fought. The ultimate weapon is the man, not the bomb.

As long as we exist as a people on this earth, we are bound to have enemies, and our central problem of survival consists in finding ways to live with them under terms which effectively serve our interests—not in perfecting ways to expunge them from the face of the earth. For politics is continuous, while war is episodic, and there is abundant evidence at hand to show how quickly allies can turn into enemies and enemies into allies. It is asking too much of a distraught and grievance-ridden world to suppose that its peoples will at any time soon consent to be locked together in some sort of timeless status quo which will miraculously dissolve all elements of controversy. As long as great inequities exist in the world, as they surely do, we shall continue to have the basis for conflict among nations and bitterness among men. We should recognize this, and we should have the good sense to draw from it the conclusion that the terms "peace" and "security" in our world can never have more than relative meaning, and that the realities these terms represent can only suffer by any attempt to confer upon them the status of absolutes.

IF WE CANNOT avoid conflict, it becomes doubly important that we learn to deal with it at the least practicable level of violence and in instalments small enough to give some promise that a settlement might be reached.

We must proceed, a step at a time, to reduce tensions and areas of disagreement wherever and whenever we can do so. If the diplomatic contest boils over into military action, we should strive within the realities given us to see that the military operations we undertake do not prejudice the outcome of the political negotiations which we must resume at the end of hostilities. We should have the modesty to admit that it is not within our power to settle all or even a substantial part of the world's problems and the patience to recognize that even the unpretentious settlements we do achieve are not likely to be very permanent.

This should be no cause for great disillusionment among people who as individuals have become accustomed to regard life as "just one damned thing after another" and who accept its trials and vicissitudes in a spirit of forbearance and good humour that permits them to lead full, decent, and useful lives in spite of their troubles. It simply means that we shall have to stop viewing our prospects in terms of stark absolutes as if there were no place for the conduct of our national affairs between the extremes of total peace and total war. It requires, in the words of George Kennan, "a new attitude among us toward many things outside our borders that are irritating and unpleasant today—an attitude more like the doctor toward those physical phenomena in the human body which are neither pleasing nor fortunate—an attitude of detachment and soberness and readiness to reserve judgment". We shall serve the cause of humanity far better by conducting our public business in this manner, seeking limited objectives and piecemeal gains, rather than attempting a permanent, global settlement through some militant, self-righteous crusade which can only lead to bitterness and bloodshed.

If a civilization is going anywhere, except downhill, the product of its activities over a period of time must amount to an increase in the sum of human happiness within its boundaries. We are thus bound to stand for the spreading and diffusion of the things we recognize as good. We stand for human freedom and the brotherhood of man. We stand for a decent standard of living. We stand for tolerance and justice and understanding. But none of these things can be propagated by force. Compulsion belongs to tyranny, not to us. The cause of civilization is not advanced by the hatred and destruction and brutality of war. We cannot find brotherhood at the end of a bayonet, and we cannot dispense human freedom from the barrel of an 8-inch gun. We cannot raise the standard of living by destroying the means which make it possible to live at all. The best that war can possibly do for a democracy is to obtain its survival against the day when it can resume the advancement of civilization by the political process available to it in peace. But war, of itself, can in no positive way serve the goals of a democratic society.

Knowing this, we need to adopt a sensible attitude toward the purposes and possibilities of atomic weapons. At this particular moment we are absolutely dependent upon them, and our

safety and the safety of the entire civilized world depends upon our having an atomic capability sufficient to devastate any enemy who might elect to initiate an atomic attack upon us. We must have our delivery capability effectively dispersed between land-based and carrier-based aircraft, lest one or the other be seriously crippled through a concatenation of political and military events which we cannot now fully foresee. But beyond our having such a capability there seems to be no point in saturating ourselves with weapons and bombardment aircraft for the sake of having "overwhelming air superiority", whatever that expression connotes. It is rather like a man buying three overcoats when he really needs a pair of galoshes.

WE MUST RECOGNIZE that the only purpose our atomic capability can have is to obtain the conditions which effectively enjoin an enemy from using his. It can never be used as an instrument of policy, either military or diplomatic, and because of this fact our requirement for the more conventional types of weapons remains as insistent as ever. We must never relinquish the idea of international control of atomic weapons, and we must work patiently and wholeheartedly to make the idea a reality. Just as importantly, we must be prepared to accept such control without prejudice to our own interests, if and when we reach the basis for an agreement. This means a level of conventional armaments adequate to meet the needs of our national security in the absence of atomic weapons.

Above all, we must stop boggling at the spectre of atomic warfare as if it were the only possibility that confronts us. The state of mind of a democracy is an important thing, and it is important just now that we get ourselves disentangled from the witchcraft of our atomic alarmists. We don't want to go to sleep on the matter, of course, but we don't want to go crazy, either. It is up to us to see the atomic bomb in its proper perspective within the great context of political, military, economic, and spiritual realities which bear upon our problem of survival, and to see to it that our efforts—and they are very great efforts—come to some fulfilment in terms of the objectives we wish to see attained. If we pursue this course, we shall be going about all we can reasonably expect to do, and we shall be moving—slowly, haltingly, but still moving—in the direction of a world in which men can live in freedom, and can face the future with some assurance.

(Copyright 1954 by the U.S. Naval Institute)

New and Different

*But It's Still the
Same Navy, Says
Writer*

By EATON HOWITT
of *The Hamilton Spectator*

THE NAVY is new and different. Yet it will never change. And those two observations, as confusing as they might sound, are true statements. I found them to be true yesterday when I sailed aboard HMCS *Digby*, a Bangor class escort vessel, during naval Reserves manoeuvres on Lake Ontario, where depth charges were dropped for the first time.

Mind you, perhaps I've changed a little too, from a 165-pound youth who got a kick out being a first class stoker, to a big, fat reporter who gets his kicks from the city editor.

But the Navy is new. It took just about 30 seconds aboard the *Digby* to discover that. Equipment, uniforms, training methods are all new. The sailor today can get into his uniform just like the ordinary man on the street. It doesn't take two mates and a can opener any more.

The young recruit still comes from the prairie, the mountains and the sea coast to take his training. But his training has changed. He is a part of the ship. He stands his watches, does his duties and takes his pleasures and punishments with the permanent Navy staff. His progress is noted not so much by written examinations, but by how he conducts himself under conditions as near as possible to sea-going conditions.

But there is still the old feeling of comradeship, helped along by the fact that the men sleep, eat and live in the same crowded room, where there is no space for differences.

The old smells—the diesel oil, the grease, and the wonderful galley odours are still there too. They can't change.

Sailor talk hasn't changed much either. I hadn't heard any one say "good-o" for a long time. The boys still dress in their pusser uniforms aboard, and their tiddleys ashore. The floors are still decks, the walls still bulkheads.

From 16-year-old Mike Traina of Hamilton, a Reserve veteran of three whole days, to Chief Petty Officer John McCrossen, a salty veteran of 25 years with the Royal Navy, yesterday's cruise was something new for all aboard.

"Heck, there is always something new," said the chief. And he spent most of the Second World War sailing destroyers on the dangerous Murmansk run

to Russia, and they fought off dive bombers and midget subs along the way.

"Gee, it's fine," said young Mike, to whom everything was a first. All the smells, sights, and sounds were new to him but by the time two weeks are up, they will have become much more familiar. He was a little awed by it all yesterday, but he turned to with the rest.

The big thing of course for newcomers, press, and veterans alike were the shoots. One was scheduled for 3 o'clock yesterday afternoon and one for last night. And depth charges were dropped for the first time in the Great Lakes during the cruise.

The captain of the ship, Peter Cornell, who was a lieutenant when the voyage started and an acting lieutenant-commander when it finished, thanks to a message from Ottawa, knew his job. A part time Navy man who is studying for his PhD in economics at Harvard University, he loves the sea, and loves his ship.

Lt.-Cdr. Eric Pinfold, the Great Lakes training commander, was aboard the *Digby*, to supervise the entire show. Under his command were two Bangors and three Fairmiles. When the other Bangor, the *Brockville*, failed to perform a manoeuvre to his liking, he was over in a flash to find out why.

The contingent of newsmen of course, was to assure people that there was no

mystery ship on fire. A story that circulated when last the Reserve held a scheme.

The navigation was in charge of a young Hamilton lad, who learned his navy at McMaster. Sub-Lt. A. D. McLay, whose father teaches physics at Mac, plotted the course. To him fell the responsibility of our being in the right spot at the right time.

And "Guns," the gunnery officer who conducted the shoots, is a young chemistry graduate from the Ontario Agricultural College in Guelph.

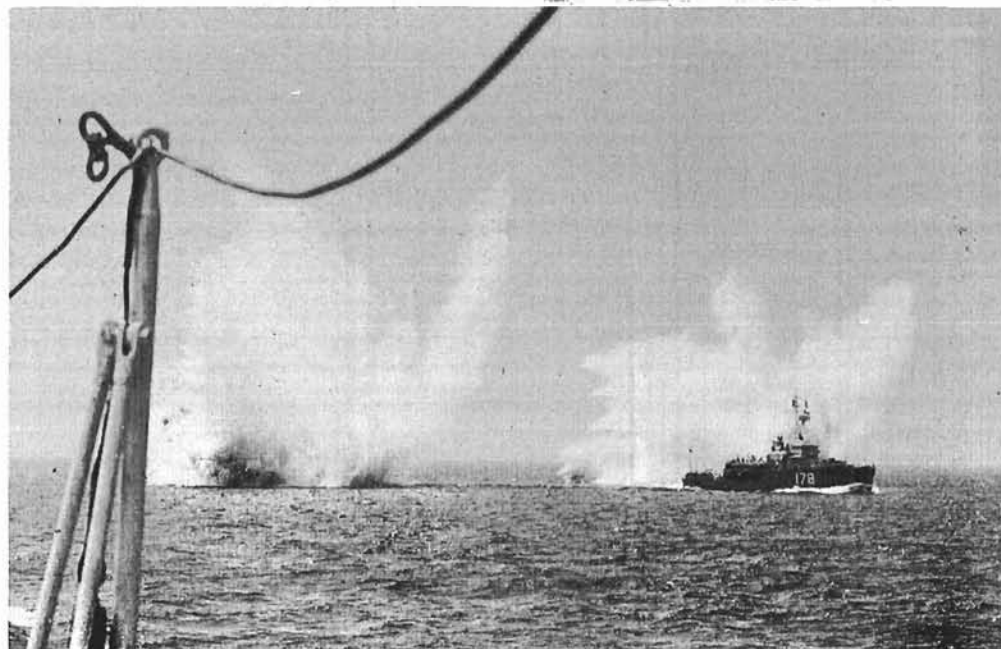
All reserve officers aboard were products of the University Naval Training Divisions.

The firing was a sight to see. At night, tracer shells made their patterns in the hazy sky; the shells from the Oerlikons and the Boffin, the shells from the Bren and Sten guns. They were beautiful as they sped skyward to disappear into nothingness.

Oh yes, another change. It is no longer a jinx to have women aboard. Three young Wrens came along. Sub-Lt. Victoria Lavis from Windsor, and Wrens Joan Babb from Hamilton and Beverley Green from Vancouver, were thrilled at the chance for some "sea time".

By the time the shoot was over about midnight, most of the crew had been on continual duty since early morning. But, as the ship steamed its way back to port, there were still sailors, veterans and trainees, who stayed on the upper decks to wonder at the silver trail left by the wake, and to revel in the throb of the diesels and the sound of the wind in the rigging; things that will never change.

Depth charges were fired in Lake Ontario for the first time since the end of the Second World War, when HMCS *Brockville* dropped two patterns during exercises in the Frenchman's Bay area on July 20. The *Brockville* fired one pattern set at 150 feet and another set at 50 feet (shown here). She was one of six ships, including two Bangors and four Fairmiles from the Great Lakes Training Centre, taking part in the exercises. (COND 1002)



Introducing the New Minister

*Hon. R. O. Campney's
Career Began on
Ontario Farm*

A VERSATILITY which early showed itself in his educational career and in the service of Canada during the First World War has brought the Hon. R. O. Campney along the road from the Ontario farm where he was born to the post of Minister of National Defence, directing the policies and welfare of Canada's armed services.

Mr. Campney, who was Associate Minister of National Defence for almost a year and a half, succeeded the Hon. Brooke Claxton as defence minister on July 1. His acquaintance with the department had begun even earlier, however, with his chairmanship of the parliamentary committee on unification of administration of the services (1950) and as parliamentary assistant to Defence Minister Claxton (1951).

Ralph Osborne Campney was born on June 6, 1894, on a farm near Picton, Ont., the son of the late Frank Campney and the late Mary Emily Cronk.

After attending rural school and Picton Collegiate, where he won medals for oratory and for rapid calculation, Mr. Campney obtained his senior matriculation at the age of 16, and embarked upon a brief teaching career in a country school. At the end of three years of teaching he entered Queen's University (medicine) in the fall of 1914.

The First Great War interrupted his studies and Mr. Campney enlisted in the ranks with No. 5 Stationary Hospital (Queen's) in March 1915. He went overseas in May of that year and proceeded to Egypt where the unit operated as a base hospital in connection with the Dardanelles campaign. Later the hospital was moved to France where it operated in connection with the Battle of the Somme.

He received his commission in the infantry in 1917 and was posted to the 19th Canadian Infantry Battalion following Vimy. He served with that unit throughout 1917 in France and Belgium until invalidated to England from Paschendaele. Mr. Campney was attracted to the Royal Flying Corps and managed a transfer to a squadron commanded by Major Arthur Harris of Rhodesia, later to become Air Chief Marshal Harris of Bomber Command in the Second World War. Major Harris taught Mr. Campney to fly and he served with the RFC as a pilot until the armistice.

Following demobilization, he resumed his studies at Queen's University in 1919 and switched from medicine to arts. Mr. Campney won the Lochhead Scholarship in colonial history and the Gowan prize and scholarship in political science. He obtained his B.A. degree in 1921 and entered Osgoode Hall to study law. During his last year at Queen's he was elected president of the Alma Mater Society.



HON. R. O. CAMPNEY
Minister of National Defence

In 1924 he was called to the bar of Ontario and in the fall of that year proceeded to Geneva as secretary to the Canadian delegation to the League of Nations Assembly. Returning to Ottawa, he became political secretary to the late W. L. Mackenzie King, with whom he worked closely during 1925 and 1926. Later, Mr. Campney served as private secretary to Hon. James Malcolm, minister of trade and commerce, until 1929.

Leaving public service in 1929, Mr. Campney decided to settle in Vancouver. There he embarked on the practice of law and ultimately built a large and successful firm. In 1936, at the request of the federal government, Mr. Campney became the first chairman of the National Harbours Board and served in this capacity for three and one-half years during the period of organization of that body. Following completion of

that work, he resigned and resumed his law practice in Vancouver.

He was appointed a Dominion King's Counsel in 1940.

Mr. Campney was defeated in the Vancouver Centre by election for the House of Commons, 1948, when he first ran as a Liberal candidate. He was elected in the general election of 1949 and re-elected in 1953.

In 1950 he became chairman of a special parliamentary committee which dealt with the National Defence Act which brought about a high degree of unification of the administration of the navy, army and air force. He was appointed parliamentary assistant to Defence Minister Brooke Claxton, in January 1951 and on October 15, 1952, became solicitor general. On February 12, 1953, Mr. Campney, while continuing as solicitor general, was also appointed Associate Minister of National Defence. He resigned as solicitor general on January 12, 1954. On July 1, 1954, he succeeded Mr. Claxton as Minister of National Defence.

A Farewell Message From Brooke Claxton

THANKS for their loyal support during his tenure of office and good wishes for the future were extended to the Armed Forces of Canada by the Hon. Brooke Claxton on his resignation as Minister of National Defence to assume an important executive post in the business world.

Mr. Claxton, a lawyer by profession, had been a cabinet minister since October 1944 and Minister of National Defence, directing the three armed services and the Defence Research Board, since December 12, 1946.

He became Defence Minister at a time when the armed forces, as a result of demobilization, had ebbed to their lowest strength since early in the Second World War and he was to guide them through the greatest peacetime expansion ever undertaken in Canada.

Mr. Claxton was active in the formation of the North Atlantic Treaty Organization and it was his resolution

which named General Eisenhower as the first Supreme Commander.

His message on retirement from office follows:

To: The Armed Forces of Canada, Members of the Department of National Defence, and Personal Staff of the Minister's Office.

From the day I became a member of the government I have had loyal and unqualified support from the members of the departments with which I have been associated and from my own personal staff.

To be closely associated for so long a period with officers and men of the Royal Canadian Navy, of the Canadian Army, the Royal Canadian Air Force and Defence Research Board has been a great experience. I shall never forget the fine way you worked together to strengthen Canada's defences in these troubled times.

There have been difficulties but on the whole we have done what we set out to do, and that is reflected best in the record which you have won for yourselves. As a result of your work together the Canadian forces are, I believe, as General Gruenther said of the Canadians under his command, second to none.

In resigning my post as Minister of National Defence, I leave this association with the members of the armed forces and the other government services with the greatest possible regret. I know you will carry on working steadily at the further improvement of what you have already done so well. I extend to all of you warmest thanks and the best of good wishes.

BROOKE CLAXTON

"Asdic" Follows "Stoker" Trail

In company with the much longer established word "stoker", the word "Asdic" has been dropped from the vocabulary of the Royal Canadian Navy.

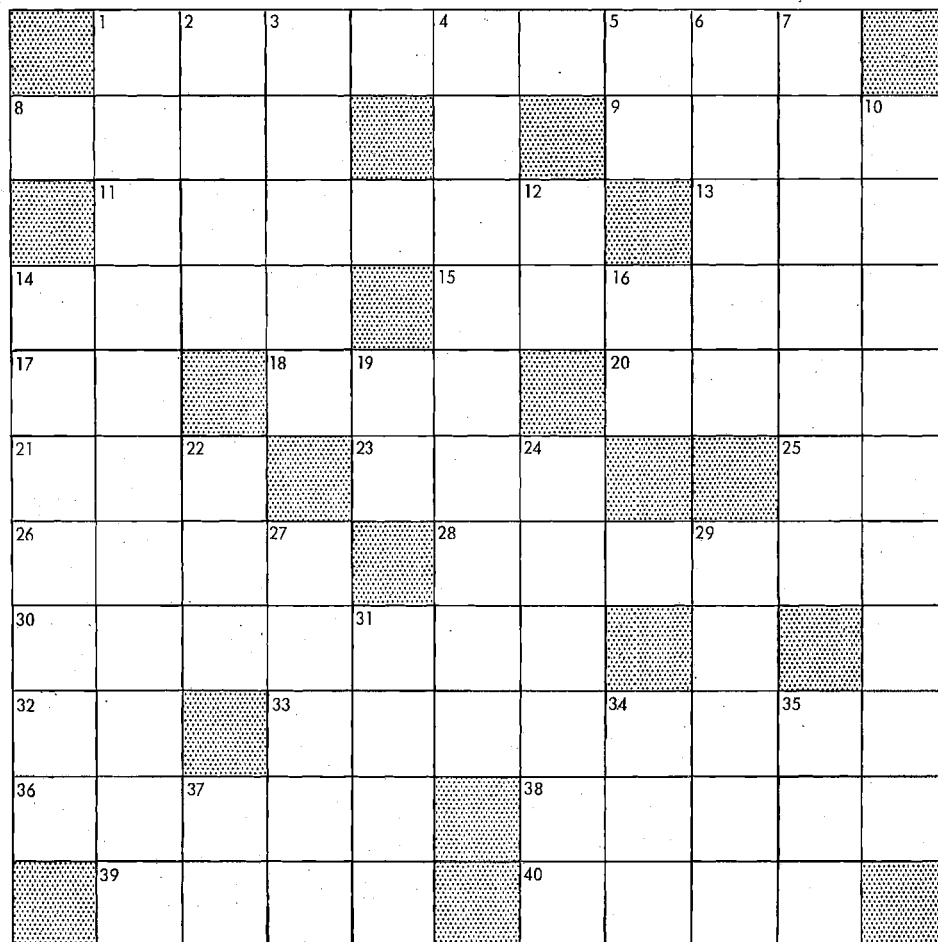
The parting was a bit of a wrench to the anti-submarine experts of the RCN who recalled that the old asdic sets would indicate the direction and range of a submarine when the American sonar sets were still only capable of indicating the range.

However, the name "Sonar" has been adopted by the U.S. and her allies not only for ship-fitted detection apparatus, but also for other developments of underwater detection, and it has been considered advisable to use the generic term.

Up to now, British-designed detection equipment has been termed "Asdic" and U.S.-designed equipment "Sonar". To avoid confusion in allied publications, the name "Sonar" has been adopted. The change is promulgated in General Orders 49.00/5.

Crowsnest Crossword

by J. G. M.



Across

1. Sailor's highchair. Modesty forbids an additional clue.
- 8 & 9 Bowman's badge of office.
11. That for which we prepare.
13. Those responsible for developments in the East—towed sonar for example.
14. Helm's! Signals, a shift in wind. Relative.
15. Fancy name for fried bread—seldom seen on a service menu.
17. Qualified to teach what Sir Percy Scott was acknowledged grandfather of.
18. Lower half of a far eastern trouble spot (abbreviated).
20. Abbreviated term for a special signal flag.
21. Naval representative in shipyards or industries (RCN has 11 listed).
23. No substitute for grog.
25. A type of juice our new ships will use less of.
26. What most of us would do at sight of "Mrs. Joltin Joe."
28. Past absentee (this is a stinker).
30. New England State (abbreviated)
33. Where killers are moulded.
36. Without this the paper war would be negligible.
38. A spectacle all right, but not the kind associated with Spithead.
39. What Peter kept his wife in usually ends up as.
40. Descriptive of heavy rain.

Down

1. An evolution now thankfully obsolete.
2. A cape only recently Canadian but familiar to many sailors.
3. An aquatic mammal once used as an aid in minesweeping.
4. What a bankrupt broker or an anchor often is.
5. Quizzical exclamation.
6. Hearing aid USN style.
7. Naval piscine species of little interest to ichthyologists.
10. Coke sleep (anagram)—2 words. Sailor's orders to his girl.
12. Instruction placed on a file docket.
14. Where no sailor will ever go if he can avoid it.
16. Initials for one not necessarily versed in maritime law.
19. The man who looks after the product of 33 across.
22. Man's first name (Scandinavian).
24. Put forth effort.
27. Stimulate.
29. Our equivalent of the USN term "sinuate".
31. A Greek in Piccadilly.
34. Born.
35. Abner's partner (radio character).
37. Equivalent of 17 across but leaning more to platinum blond.

(Solution on page twenty-eight)

JUNIOR BIRDMEN



I WISH I could introduce myself, but as you can see I've just been hatched and they haven't christened me yet. Perhaps, though, I can introduce the people who put that winged anchor on my eggshell. They are members of Number Seven Junior Aviation Officers' Basic Training Course—all midshipmen getting basic training under their belts (white, web) before going on into Naval Aviation.

Mid. Con Bissett is the logical person for you to meet first, since he is responsible for my portrait being taken in this rig. Con is from Winnipeg, Manitoba, where he was a Second Lieutenant in the Queen's Own Rifles. As president of the gunroom, he has done a fine job organizing the place, aiding in building up the record collection, livening it up with mirrors and plaques. He also interested several of the midshipmen in building modern airplanes to decorate the gunroom walls. Finally, he invited Nicholas Monsarrat, author of "The Cruel Sea", to become an honorary member. Happily, the offer was accepted.

Mid. Roger "Geek" McEachern is next on my introduction list. From Toronto and Sudbury, Roger was an Observer's Mate before applying for his transfer, and so he has a good knowledge of the RCN's air branch? He also seems to have a good knowledge (theoretical) of a certain blonde Hollywood star who recently married an ex-ball player. There's just no accounting for some people's taste, as we ducklings say.

Mid. Al "Gunner" Greer is from Moncton, N.B. He has the dubious distinction of being the smallest "snotty"

in the present course, but this hasn't bothered him in the least. His voice and parade-square manner have earned him his nickname; fortunately his bark is worse than his bite. Al comes to us from the *Huron* where he was Electrician's Mate and won his Korean and United Nations ribbons.

Mid. Colin Winter, as you will learn within three minutes of meeting him, is from Victoria. He was in the *Ontario* while in the UNTD and comes to us from a provincial government job. When you speak with him, you find he is fond of Dizzy Gillespie, Gerry Mulligan, and others who go bop in the night.

Mid. Al "Newf" Bennett is from Trinity East, Newfoundland. Before putting up his white patches, he was a Cadet Medical Assistant (sick bay tiffy to you) in HMCS *La Hullose* during her Coronation cruise. Al has the honour of being the only father among the Mids. His son, Phillip Alexander, was born June 26, 1954, and is the gunroom's youngest honorary member.

Well, there are five of the midshipmen, anyway. The editor has given me room for a sample and no more.

The midshipmen's course is a varied one and a busy one. Academic subjects as English, mathematics, naval history and physics are stressed along with parade drill, rifle drill, and sword drill.

A lot of time was spent in Seamanship School, in boatwork and in HMC Communication School. In addition, there are a host of other things: Officers' duties and responsibilities, first aid, aero engineering, damage control and fire fighting, battalion drill, court martial procedure, current events, padres' hours, naval aviation history, debating procedure. Finally, of course, physical training has been emphasized. The Mids have done basic tables, swimming, trapeze work, rope climbing, a field scheme, and the assault course, in addition to organized team sports such as volleyball, hockey, soccer, softball, and water polo. A busy six-month course and a valuable six months' experience is the reaction they have felt.

The students in this course have come from different provinces, have different ages and different backgrounds. But they have one thing in common, and it is the important thing. They all want a career in naval aviation and this common future that they seek has smoothed away their differences. It is something the Navy does for everyone in uniform, this throwing of people together to share common experiences and common adventure. Yet these fledglings, and myself, the duckling they chose as mascot, think it is especially true in naval aviation.—E.M.

"Weekend Magazine" went to sea in the Labrador, when the Arctic patrol vessel made her initial run from Sorel, Que., to Halifax. Cyril Robinson (right), feature writer and Louis Jaques, photographer, roamed throughout the ship during the three-day voyage obtaining material for a picture story on the ship which is scheduled to appear in *Weekend Magazine* in the early autumn. The well-known "Weekend" team is shown discussing a shot in the Labrador's wheelhouse. Photographic fans may be interested to know that Mr. Jaques is pictured with his usual working battery of two Leica's and two Rolliflexes, loaded with both black-and-white and colour film.



EVERYBODY'S DARLING

*Sweetheart of UN
Lives Only to be
Kidnapped*

THE DARLING of the United Nations fleet in the Far East, glamorous Esther Williams, sailed with HMCS *Crusader* on a recent patrol in Korean waters.

The fact that she was "kidnapped" by the destroyer's captain and executive officer didn't seem to bother her in the least, for she made herself right at home in the wardroom, much to the delight of the ship's officers.

In fact, Lieut. Frank French, of Melville, Sask., the wardroom's only bachelor, said she'd like to stay with the ship for the duration of its tour in the Far East. However, jealous naval officers in American, British, Australian and other Canadian ships had different ideas.

In any event, there's bound to be trouble, for the *Crusader* is determined to keep her, while the scores of other United Nations ships in the Far East are just as determined that the *Crusader* won't.

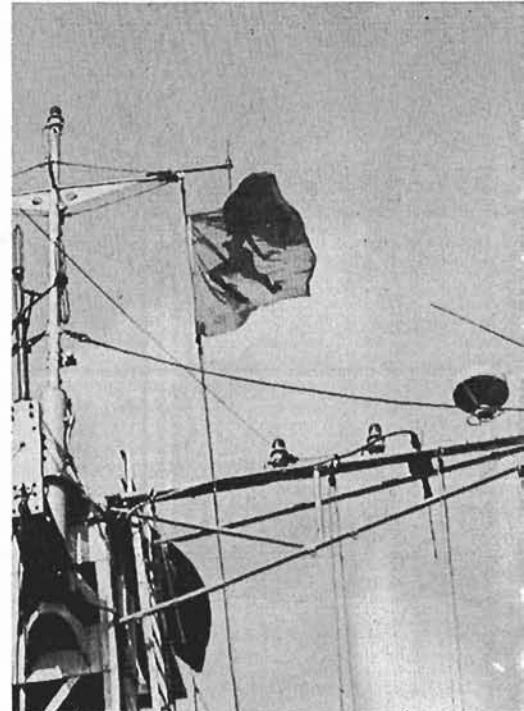
Esther has been tripping around the Far East fleets for the past 12 years and during that time, despite United Nations solidarity in all other matters, long and desperate battles have been fought in her name.

Lieut. (JG) W. J. Whitley, USN, of the United States destroyer *Georges*, hands over the Esther Trophy and accessories to officers of the *Crusader*. Left to right: Lt.-Cdr. W. H. Willson, commanding officer of the *Crusader*; Lt.-Cdr. H. H. Smith, Victoria; Commissioned Gunner Fred A. Jones, Swift Current, Sask. Lt. Frank French, Melville, Sask.; and Lt. Whitley. (CU-1167).

Esther isn't the famous swimming star in the flesh, of course—"she's" just a photograph. However, it's doubtful if any live woman since the dawn of history has commanded as much male attention as Esther's photo—Helen of Troy just possibly excepted.

The Esther story began in 1942 when she reported on board the Australian destroyer *Nepal*, along with dozens of other pin-up photos, to help boost morale. Esther was chosen by the *Nepal*'s officers as their favourite, and remained with them until the end of the war, when she joined the destroyer *Bataan* for the Japanese occupation. The battles have been raging ever since.

The original Esther photo has been mounted as trophy, and a duplicate, protected by a sturdy plastic cover and framed in kapok to prevent her from sinking—she's been heaved into the water many times during the heat of battle—now serves as the sought-after prize. The ship holding the duplicate also gets the trophy, as well as the Esther pennant, which displays her shapely form against a yellow background. When Esther's on board, her pennant must be flown. Recently, a reputed cousin of Esther, named Fester,



has been added to the lot. Kinship is rather doubtful, however, for Fester's as ugly as Esther is beautiful.

An American destroyer was the first to woo Esther from the Aussies, who lamented:

*"A rusty old Yankee destroyer
Was rotting in Sasebo bay,
When by low and underhand cunning
They came and stole Esther away.*

*"So she left her Australian lovers,
And became an American's dear,
With coffee and doughnuts for breakfast
Instead of her usual beer."*

Since then, destroyer officers have fought for her continuously, using "brute force", "low cunning" and "vile stealth". The *Crusader* likes to think she acquired Esther by cunning (not low) and stealth (not vile). Early one morning in Sasebo, the captain, Lt.-Cdr. W. H. Willson of Calagry, and the executive officer, Lt.-Cdr. H. H. Smith, of Victoria, silently stole aboard the U.S. destroyer *George*, in drydock, while the remainder of the *Crusader*'s officers hid in the shadows along the dock, ready for an all-out fight if necessary.

The valiant pair, carefully avoiding sentries, groped their way to the darkened wardroom where a lone officer, detailed to guard the precious Esther, slept peacefully and soundly.

The *Crusader*'s captain snatched the trophy, and he and his accomplice made good their escape, only to discover to their horror that they had made off, not with Esther, but with her unattractive cousin, Fester.



Undaunted, they returned, past the ship's sentries and into the wardroom, where Esther's keeper still slept unaware. (It's been reported he's now serving in Lower Lower Slobbovia). This time they made no mistake, and Esther sat contentedly on the mantel over the fireplace in the *Crusader's* wardroom.

The surroundings weren't new to her, for she spent a brief time with the *Crusader* in January. She was then held by an American destroyer about to return to the States, and since Esther steadfastly refuses to leave the Far East, she was turned over voluntarily to the Canadians. Unfortunately, a horde of American officers from the destroyer *Walker* descended upon the *Crusader's* wardroom shortly afterward, shouting for blood and Esther. Out-numbered three to one, the battered *Crusaders* were forced to witness the abduction of their newly-won sweetheart.

The *Crusader* wasn't the first Canadian destroyer Esther had sailed with. Back in 1950, during the early days of the Korean war, she graced the wardrooms of the *Sioux* and *Cayuga*, and the *Athabaskan* made a strong bid to woo her from the former. But as the *Sioux's* sage relates:

*"Other lesser tribes have sought her,
Full of wrath, and jealous were we,
When one night with evil cunning
Weland from the Athabaskan
Tried in vain to win and keep her.
From the ridgepole of our wigwam
Hangs a blonde scalp as a warning
To all others who hereafter
Follow in his heedless footsteps."*

(The Weland referred to is Captain Robert Welland, of Victoria, who commanded the *Athabaskan* on her first tour of duty and is now commanding officer of HMCS *Venture*.)

Others did follow, however, and the *Sioux* lost her to the *Cayuga*, who in turn saw her taken away by the USS *Forrest Royal*.

How long Esther will stay with any one ship, no one can tell. Only Esther knows. Even though the *Crusaders* had set up an elaborate defence system to protect her, and although they maintained a 24-hour vigil at her side, there was no assurance that some morning before dawn she wouldn't steal away with some fast-talking Australian, or in broad daylight boldly take off with a noisy crew of marauding Americans.

But in spite of her fickleness—or because of it—Esther remains the sweetheart of the United Nations' Fleet.

FLASH: Esther abducted by HMCS *Haida!*

Looking Astern

THE DAYS of the DOLDRUMS

IN THE SUMMER of 1923 the newly recruited RCNVRs flooded down to Esquimalt for their first period of naval training. Interest in the armed forces was at its lowest post-war ebb and the RCN, strictly limited in finance and personnel, faced the knotty problem of training and disciplining men who had been recruited, for the most part, on promises of a two-week holiday with pay at the Pacific Coast.

The barracks themselves were not even fenced and anyone could wander in and out at will—and often did. The instructors did little to stop them, being only too glad to be rid of some of these unruly characters for a time.

Among the recruits was a cowboy from Alberta who spent most of his time instructing the seamanship class in the art of spinning a lasso, which appeared to arouse much greater interest than bends and hitches, even in the PO in charge.

Another humorist had been at some time a juggler in a circus and every now and again at the order "Slope Arms!" would bring the rifle up behind his back, spin it round his neck and come to the correct position to the delight of his classmates. The blasts

Ex-Officer Wins BA 30 Years Late

With James Leslie Percy, ex-lieutenant-commander RCNVR, it's better late than never. Thirty years behind schedule he received His Bachelor of Arts degree recently from University College, University of Toronto.

He had begun the course 34 years ago but gave up after two years. Three years ago he decided to finish it up by attending night classes. He is assistant at Toronto to the president of Canadian Breweries Limited and subsidiary companies.

Between the start and finish of college Percy played a piano with a dance band, emerged from the 1929 stock market with enough money to wander in the Canadian West, make two Atlantic crossings and visit several South American cities. He wound up as Toronto manager of the Montreal Financial News Bureau.

He joined the RCNVR at 37 years of age, became an officer and served for five years, largely with RN warships in the Channel, on North African convoys and in the Far East, receiving two commendations from King George.

of the petty officer in charge went unheeded, for what could he do to a bloke only here for a two-week holiday? The writer, however, got considerably less of a holiday than most of the VRs chiefly for the reason that his past caught up with him.

I first saw HMCS *Naden* in the drowsy quiet of a Sunday afternoon when passing a sleepy sentry on the gate, I pulled up in front of the old brick building which looked far more like a private residence than a naval establishment. There were no signs of life as I entered, but peering through a door on my port hand, I saw an officer apparently asleep on a settee. It seemed a pity to disturb him so I settled down in a chair beside the huge fireplace. Presently he stirred and I came to my feet. "Come aboard, Sir."

He looked at me sleepily. Sat up. Rubbed his eyes.

"Oh, no!" he said. "Not you! It's a bad dream." He rolled over on his side, his face turned away.

I repeated my words in a louder voice. He rolled back and stared at me out of cold blue eyes. "Good Lord," he groaned, "what will we get here next?"

I was getting annoyed. In the war the feeling between the RN and VRs had not been particularly matey, but this was rubbing it in.

"Are you the Officer of the Day?" I remanded. "Because, if so, I'm reporting for duty."

"I am the Executive Officer and Officer of the Day. I hope you've got that grease washed off."

"Grease!" I repeated staring at him blankly.

"Yes, grease! I haven't forgotten that filthy trick of yours."

The voice was suddenly familiar. I stared at the clean-shaven face and saw it complete with jutting beard. It was in Mudros alongside the old *Europa*. We were playing the submarines at water polo. That day I had conceived the bright idea of smearing my body with engine grease to make it tough for a tackler to hold me. I recalled uneasily some of the things said by the officer with the beard and some of the things I had said—things an RNVR rating could only say to an officer on a sports field and get away with. My face went red.

Grinning, the officer produced a bunch of keys.

"We'll start training right now. I appoint you Second Officer of the Day, which means you can do the work."

My holiday had commenced.—A.C.E.

OFFICERS AND MEN

Pioneer Flyer Presents Wings

The first man in the British Commonwealth to fly a heavier-than-air craft presented observer's wings to seven successful graduates of No. 4 Observer class in a colourful ceremony at HMCS *Shearwater*.

J. A. D. McCurdy, who made the presentation, is a former Lieutenant-Governor of the province of Nova Scotia. Born in Baddeck, Cape Breton Island, August 2, 1886, he received his public and high school education in Baddeck, completed his higher education at the University of Toronto, and achieved a Master's degree in Mining Engineering.

In 1907, in conjunction with Glen H. Curtis, Dr. Alexander Graham Bell, F. W. Baldwin and Lieut. Thomas Selfridge, USN, he helped form the famous Aerial Experimental Association. In one of the planes built by the associates, the Silver Dart, he made the first successful powered flight ever undertaken in the British Empire.

Other firsts in his colorful history include the first air-to-ground communication by radio made in 1910, in New Jersey, and the first attempted flight from a ship at sea. The latter ended in failure when the flimsy propeller end

was damaged by a carelessly placed oil can.

In the First World War he trained the 600 pilots who formed the nucleus of the Royal Air Corps, and later he was instrumental in the formation of the Canadian Air Force. In 1929 he became president of the merged Reed-Curtis Aircraft Corporation, and during the Second World War he served as Assistant Director of Aircraft Production in the Canadian Government.

The observers winning their wings were Mid. Colin Clarke, RN, Gibraltar; A/Sub-Lt. Brian C. Wood, RN, Newcross, London, Eng.; A/Sub-Lt. Stacey N. Swift, RN, Muchhadham, Herts, England; Sub-Lt. James M. Williams, RCN, Winnipeg; A/Sub-Lt. Geoffrey W. Thompson, RN, Coventry, Eng.; Mid. Geoffrey D. Atkin, RN, Newport, Monmouthshire, Eng., and Sub-Lt. E. Ross Hunter, RCN, Manitou and Winnipeg, Man.

Young Seamen's Division Formed

A Young Seamen's Division has been formed of all ordinary seamen and ordinary seamen (trained) borne in *Naden*. These men get more detailed instruction in elementary seamanship and

boat sailing and remain in the Seaman-ship Training Centre pending drafts to sea or to course, or until promoted to able seamen. Those promoted join up with the Manual Party.

Eighty-six young seamen were under various forms of instruction in May and by the end of the month most were drafted for further training afloat in the *Ontario* or to various schools for non-substantive courses.—H.K.

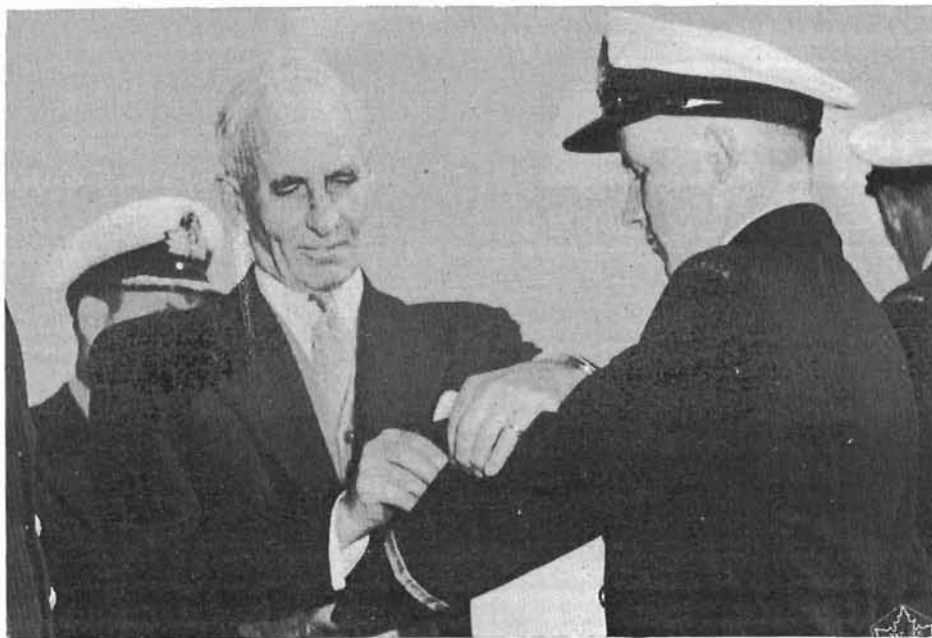
Division Parties At Hong Kong Beach

Shek-O Beach, rimming a small crescent-shaped bay on the southeast corner of Hong Kong Island, was the scene of an enjoyable divisional party when the *Haida* visited Hong Kong this summer.

On the way to the beach the party (the Top Division) visited the famed Tiger Balm Gardens—a must for all tourists in Hong Kong. Half an hour was spent clambering around the terraces and fantastic figures found there. The keener photographers, including PO Frederick O. Skavn and Ldg. Sea. Frederick G. McBride, made a field day of this portion of the outing.

The road to Shek-O Beach leads past the War Cemetery, where the Canadian and other Allied soldiers who defended Hong Kong during the Japanese invasion of 1941 lie buried. The *Haidas* visited briefly here and at the great Tai Tam reservoir.

At Shek-O Beach, the afternoon was spent in swimming, playing ball and



J. A. D. McCurdy, aviation pioneer and former Lieutenant Governor of the province of Nova Scotia, pins the observer's wings on Sub-Lt. James Williams, Winnipeg, in a presentation at *Shearwater*. Sub-Lt. Williams was one of seven observers to graduate.

Retirement

CHIEF PETTY OFFICER ARNOLD HAROLD PARKINSON

Rank: C1OT4
Age: 43
Length of Service: 25 years
Hometown: Nanaimo, B.C.
Joined: June 4, 1929
Served in: HMC Ships *Naden*, *Vancouver*, *Skeena*, *Armentieres*, *Saguenay*, *Sambro*, *Cornwallis*, *Royal Roads*, *Crescent*, *Stadacona*, *Rockcliffe*, *Nonsuch*, *Sault Ste. Marie*.
Awards: Long Service and Good Conduct Medal, King George VI Medal.
Retired: June 3, 1954.

dozing in the sand, the division returning to the ship in the early evening.

The success of the outing was measured by the frequency of the question addressed to the organizers, Lt.-Cdr. John A. D. de Broughton, divisional officer, and PO Hugh M. Anderson, divisional petty officer: "When's the next Top party?"

Chaplain Marries Ex-Wren Officer

A wedding of wide interest in naval circles took place in Ottawa's Erskine Presbyterian Church on July 5 when Chaplain (P) G. Lea Gillard, Atlantic Command Protestant Chaplain, was married to Mrs. Grace Quinn, daughter of Mr. and Mrs. M. H. Merrill, of Ottawa.

Dr. E. G. B. Foote, Protestant Chaplain of the Fleet, performed the ceremony. Best man for the groom was Surgeon Cdr. J. A. Beggs, RCN(R), of *Carleton*. He and Padre Gillard were Second World War shipmates on board the auxiliary cruiser *Prince David*, during the period in which the ship took part in three invasion landings—Normandy, South of France and Greece. Standing in for Mrs. Gillard, an ex-Wren officer, was Miss Dorothy Dixie, also an ex-Wren officer who was a wartime "shipmate".

Pictures of Home Adorn Labrador

Pictures on the bulkheads of the messes on board the *Labrador* remind members of the ship's company, amid surroundings of towering ice and chilly seas, of their hometowns at their summer best.

The prints are reproductions of original paintings forming part of the Seagram Collection of the "Cities of Canada". They and a copy of the late

Retirement

CHIEF PETTY OFFICER OSWALD HENRY SOUTHRON

Rank: C2E74
Age: 38
Length of Service: 20 years
Hometown: Ryley, Alta.
Joined: March 12, 1934
Served in: HMC Ships *Naden, Vancouver, Skeena, Fraser, Stadacona, Fundy, Comox, Battleford, Hochelaga, Givenchy, William Head, Niobe, Peregrine, Ottawa, Crescent, Rockcliffe, Ontario, Cayuga.*
Retired: June 2, 1954.

Stephen Leacock's "Canada", published by the House of Seagram, were presented to the Arctic patrol vessel by Jacques Prefontaine, representing the House of Seagram. The book has been placed in the *Labrador's* library.

The presentation was made in the presence of A. Ludger Simard, managing director of Marine Industries Ltd., builders of the ship, and Captain O. C. S. Robertson, commanding officer.

Wren Officer Assigned to SHAPE

To Sub-Lt. (W) Claire Marie Gagnon, 23, of Causapsca, P.Q., goes the honour of being the first member of Canada's Navy to be appointed to Supreme Headquarters Allied Powers Europe.

She took up her duties as a translator on the staff of the European Communi-



SUB-LT. (W) CLAIRE MARIE GAGNON

cation Security Agency at SHAPE July 19. It was also the first post-war appointment abroad for a Wren officer.

Sub-Lt. Gagnon was born at Causapsca in Quebec's Matapedia County on July 5, 1932. Her early education was obtained at a convent there, followed by two years at St. Joseph College, Rimouski. In 1950, she began an arts course at Laval University, obtaining her bachelor degree this year. In previous summers she was a part-time secretary in the provincial government.

Sub-Lt. Gagnon's mother tongue is French, but she translates and speaks English and Spanish as well.

She entered the RCN(R) at Montcalm in February 1952 in the writer branch and was promoted to acting sub-lieutenant in June 1953. Apart from naval

New Anti-Aircraft Frigate Launched

The first of a new type of anti-aircraft frigate, HMS *Puma*, was launched on June 30 at the Greenock yard of Messrs. Scott's Shipbuilding and Engineering Co. Ltd.

The *Puma* is a ship of 340 feet in extreme length (330 feet between perpendiculars) and she has a beam of 40 feet. She will be armed with four 4.5-inch guns and will have two small additional guns and a "Squid" anti-submarine mortar.

These new anti-aircraft frigates are designed primarily for the protection of convoys against aircraft. They will also serve as a smaller type of destroyer in offensive operations.

The gunnery armament control is similar to that fitted in Daring class ships and the gun mountings are the same as those in the Darings.

This was the first launch of one of Her Majesty's ships at Greenock since the end of the Second World War.

training at *Cornwallis* as a Wren and, later, an officer's divisional course, she served last summer on the staff of the Commanding Officer Naval Divisions at Hamilton, assisting in the handling of reserve officer appointments.

Beginning two years of continuous naval duty, she left Montreal by air on July 18, arriving in Paris the next afternoon.

Replacements Reach Padloping

Twenty men of the Royal Canadian Navy have gone north to begin a year of service at the radio station on Padloping Island on the east coast of Baffin Island.

They had volunteered to replace RCN personnel who took over operation of the Arctic station last September from the United States Air Force.

The station was established during the Second World War by the U.S. Air Force with the approval of the Canadian government. Its purpose is the gathering and transmission of weather data.

The volunteer replacements are from points in Canada extending from Vernon, B.C., to St. John's Nfld.

PO Aubrey J. Smyth, of St. John's, a communications specialist, is in charge of the station. The others are:

Communications — Leading Seamen Gordon L. Duncan, Kitchener, Ont.; William Krilow, Vernon, B.C.; Alec J. Lacour, St. John's Nfld.; Owen F. McKellar, Galt, Ont.; and Donald L. Ostler, Toronto; Able Seamen John C. Lamoureux, Cornwall, Ont.; Allan M. Crayden, Dartmouth, N.S.; and Ldg. Sea. James D. Holmes, Moscow, Ont.

Engineering—CPO R. Leeming, Halifax; PO Stanley Tunis, Hamilton, Ont.;

Able Seamen Hugh McConnell and Robert W. Wagner, Toronto, and Ernest E. Zehr, Badeb, Ont.

Cooks—PO John J. Hemphill, Charlottetown, and AB Ronald M. Doucet, Montreal.

Electrical—Ldg. Sea. Joseph O. Thibault, St. Octave de Metis, P.Q., Ldg. Sea. Harry McKay, Sudbury, Ont., and AB John Ruan, Toronto.

Medical—PO Thomas E. Dagleish, Kingston.

Most of the volunteers went on leave before reporting during the last week of June to HMCS *Gloucester*, naval radio station near Ottawa. There they were equipped with Arctic clothing.

Besides manning the radio receivers and transmitters, members of the communications staff are responsible for weather observation duties and were given a special course at the Meteorological School at *Shearwater*.

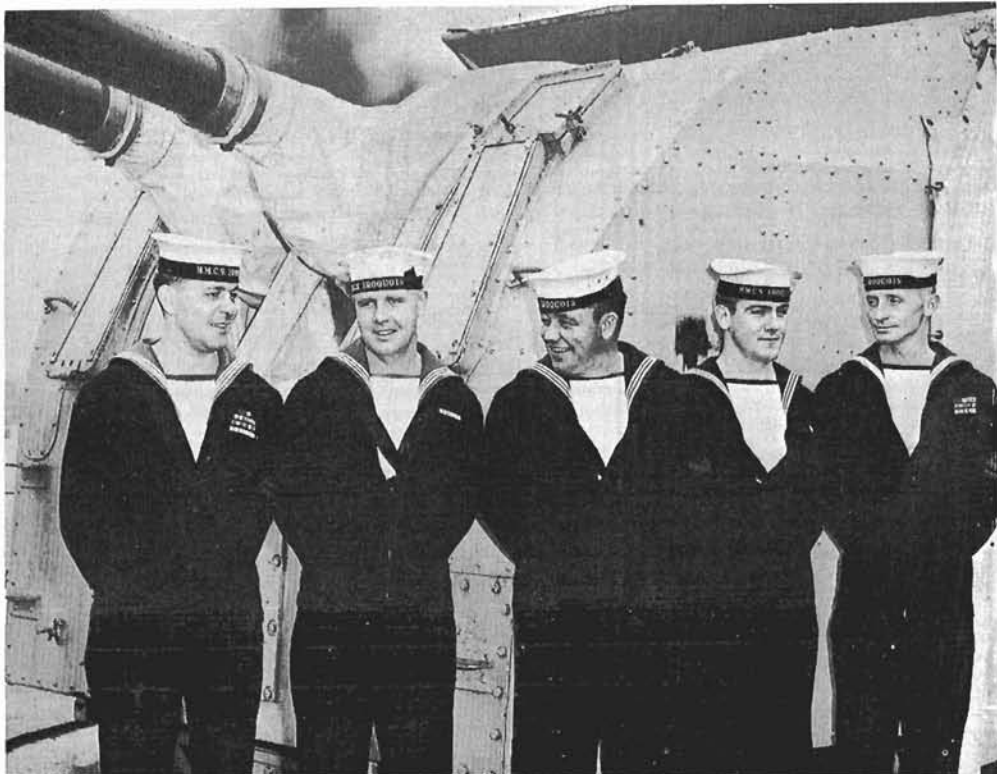
Trio Receive Jet Pilot Wings

Three officers of the Royal Canadian Navy have successfully completed their advanced flying training at No. 3 Advanced Flying School, RCAF Station, Gimli, Manitoba, and have been awarded their wings as jet pilots and have gone on to deck-landing training in the United Kingdom.

The trio, Sub-Lieutenants J. V. Searle, of Woodstock, Ont., J. M. Arnold, of Lindsay, Ont., and F. C. Willis, of Flin Flon, Man., joined the RCN two years ago and received their basic training at *Cornwallis*.

As midshipmen on board the *Quebec*, they visited such spots as Bermuda and

Qualified as jet pilots at No. 3 Advance Flying School, RCAF Station, Gimli, Man., Sub-Lieutenants J. V. Searle, J. M. Arnold and F. C. Willis have been appointed to the United Kingdom for training in carrier flying. (RCAF Photo)



When the *Iroquois* sailed on her third tour of duty in the Korean theatre she took with her six men who were also returning to Korean waters for the third time. Five of the men, above, are shown chatting by one of the ship's four-inch gun-mountings. Left to right they are: PO Jacques Bourque, Ldg. Sea. Ken Kirk, Ldg. Sea. James Hall, Ldg. Sea. Cyril Davis, and PO Frank Bannister. Missing from the picture is Ldg. Sea. Sam Rosko. (HS-31567)

New Orleans and had their sea-going experience topped by the *Quebec's* participation in the Coronation cruise and the Spithead Review.

As sub-lieutenants they were posted to RCAF Station Centralia, where they received nine months of primary flying training on Harvards. Selected at the end of their course for jet training, they were sent to Gimli for the 16 weeks of advanced flying which qualified them for their wings.

They were appointed to *Shearwater* for three weeks, their first contact with the Navy after more than a year with the RCAF, before taking up their appointments at No. 38 Jet Operational Training Unit in the United Kingdom to train to carrier standards.

All three have their hopes pinned on flying jets from the angled deck of the RCN's new carrier, the *Bonaventure*, a couple of years from now.

York's Planes Join Search

On Sunday, August 1, aircraft from York's 920 Reserve Squadron took part in the search for possible survivors from the tragic disaster which overtook the Oakville Sea Scouts. The Sea Scouts had departed for a ten-day cruise on the lakes in sailing dinghies on a Saturday, but were overwhelmed by a sudden and unexpected storm. By nightfall it was apparent that one of the boats had failed to reach shore again. A search of

the area was started by local ships, including *York's* tug. By morning, the boat was still missing and, at this point, RCN, RCAF and civilian planes joined the search.

One of the naval Avengers piloted by Lt.-Cdr. R. Lyons, the Squadron's Staff Officer, and crewed by Ord Sea. Vernon Phillips was first to sight the overturned boat some 15 miles off the shore. Their discovery was reported to the RCMP and Toronto Harbour Commission boats also taking part in the search. Later, when the search boats were well on the courses given them to intercept, Lt.-Cdr. Lyons again flew to the scene and directed the boats to the dinghy. Regrettably, while the dinghy was positively identified as the lost *Sea Scout* boat, there were no traces of the unfortunate crew members.

The squadron was pleased to have an opportunity to do what it could to help in this emergency. The actual sighting was made by Ord. Sea. Phillips, who had only recently joined the squadron for training as an observer's mate. He was at the time on weekend leave from *Star* where he and other observer's mate trainees were taking a communications course. He and two others were spending their leave with the squadron, just to obtain flying experience. In civilian life, Phillips is employed by the Photographic Survey Corporation and has had considerable flying experience as an aerial photographer.



Aircraft were not *York's* only contribution to the search team.

Saturday night, after a hurried fueling, the auxiliary tug *Plainsville* put to "sea" with a skeleton crew. The hastily mustered volunteers were: Commander L. D. Stupart, *York's* executive officer, Lt.-Cdr. Earl Grant, RCN staff officer, Sub-Lt. R. L. Perry and AB H. Hanson.

The *Plainsville* slipped at sunset, still taking fuel from a drum, and steamed on southwesterly courses into the search area. Although visibility was good, cloud layers intensified the darkness. A choppy sea also hindered surface spotting outside the searchlight beam.

The tug steamed a search sweep of about 40 miles without sighting survivors, bodies or wreckage. Out of radio and visual contact with other search craft, *Plainsville* returned to *York* at midnight.

Officer Attends NATO College

The selection of Commander F. J. Jones, of Ottawa, to attend the next NATO Defence College course in Paris, was announced by National Defence Headquarters.

Born in Liverpool, England, Commander Jones was in the British Merchant Service before coming to live permanently in Canada in 1940. That

"Phew! Made It!"

Transfer of four new minesweepers to France this spring under the Mutual Aid Agreement was a major undertaking that called for fast work before the transfer deadline.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast emphasized this in his Report of Proceedings for March.

"The last of these ships to join the fleet was HMCS *Fundy*, commissioned in Saint John, N.B. on 19 March. The commanding officer (Lt.-Cdr. A. H. M. Slater) and commissioning party went to Saint John . . . a week before the commissioning to do acceptance trials, and sailed the ship to Halifax two days after commissioning."

"This was a very worthwhile feat", he continues, "and reflects credit to the shipyard, the Resident Naval Overseer (Constructor Lt.-Cdr. George H. Rundle) and the ship's company."

Admiral Bidwell flew there for the commissioning ceremony, reporting subsequently:

"Such was the rush under which the work was done, that, immediately preceding the Lieutenant-Governor of New Brunswick and myself towards the ship and guard and band, was a dry-cleaning delivery man with the commanding officer's newly-cleaned uniform! The commanding officer, having left a pre-acceptance conference only ten minutes before, performed a remarkably quick change and hit the target on time!"

year he joined the RCNVR as an able seaman. He was promoted to probationary sub-lieutenant in January 1941.

Commander Jones, during the Second World War, commanded HMS *Persian*, minesweeper on North Sea duty, HMCS *Mimico*, corvette which took part in the Normandy invasion and the frigate *Matane*, which sailed with convoys to Murmansk and Gibraltar.

Since the war he has served at Naval Headquarters and at HMCS *Niobe* in London. He was to join the NATO staff course in Paris on September 5.

Admiral Hose Heads NOAC

Canada's first Chief of the Naval Staff, Rear-Admiral Walter Hose, RCN (Ret'd), of Windsor, Ont., has been elected honorary president of the Naval Officers' Associations of Canada. He succeeded Rear-Admiral Victor G. Brodeur, RCN (Ret'd), who had held the position for several years.

The meeting of the NOAC Dominion Council, held in June of this year at HMCS *Hunter*, the Windsor naval division, elected the following officers: J. A. McAvity, of Toronto, president; R. B. Mitchell, of Halifax, vice-president (Maritimes); T. R. Durley, of Montreal, vice-president (Ontario); A. H. Ford, of Calgary, vice-president (Prairies); J. F. Stairs, of Montreal, honorary counsel, and P. B. German, of Ottawa, special Ottawa representative.

Harry McClymont, of Ottawa, was re-appointed secretary-treasurer of the Dominion Council.

The Council urged member associations to lend their assistance to the civil defence program. The new Venture Plan for the training of naval officers was the subject of favourable comment.

Next year's meeting of the Dominion Council of the NOAC will be held in Regina in June.

Staff Changes At TAS Centre

Wind-up of courses and changes in appointments have accounted for a number of changes in the staff of the TAS Training Centre at *Naden*. Lieut. L. I. Jones, late of the *Portage*, is now Senior Instructional Officer. Lieutenants J. T. Belcher and W. G. Brown arrived from HMS *Vernon* to replace Lieutenants R. E. Rigg and W. A. Hughes, the former now being in the *Cedarwood* and the latter in the *Stettler* as sea training officer for the Cadets. Lieut. D. A. Crump has gone to *Cornwallis*.

Chief Petty Officer E. M. Carter and G. R. Hornett are in the United Kingdom taking courses in new TAS equip-



"Man-of-the-Year" at HMCS *York*, the Toronto naval division, for 1953-54 was PO W. Manson, who was presented with the Toronto Women's Naval Auxiliary trophy by Mrs. T. E. Loudon. The winner was decided by a vote of the ship's company. (Photo courtesy The Toronto Telegram.)

ment. CPO A. W. Tassell and PO B. R. Bottomley joined from the *Athabaskan*, CPO C. P. MacQueen and PO F. R. Andrews arrived from *Stadacona* after successfully completing a TASI course, PO R. W. Gray came from the *Antigonish* and CPO J. D. Blenkinsopp arrived from the *Crusader*.

Fifteen Officers At U.K. College

Fifteen RCN junior officers are among Commonwealth naval engineering officers undergoing courses at HMS *Thunderer*, Britain's Royal Naval Engineering College near Plymouth, England.

The Canadians are Sub-Lieutenants (E) Keith Fiddy, Thomas A. Eyre, George M. Bolt, R. W. A. Roberts, Stirling M. Ross, Bruce M. Watson, Arthur F. Griffin, James A. Inglis, Joseph E. Nurse, Richard E. Stone and Albert H. Wagner, Constructor Sub-Lt. Robert C. Orme, and Midshipmen (E) Robert G. Jekyll, William H. Atwood and Gordon F. Smith.

At present 350 officers are under training in *Thunderer*. They include 15 from Canada, 17 from India, ten from Pakistan, seven from Australia, one each from Ceylon and New Zealand, seven from Burma and three from Persia.

Canadians who have already attended the Royal Naval Engineering College will be interested to know that training there is to be centralized.

An Admiralty press release states that "approval has just been given for the building of a new accommodation block at Manadon near Plymouth.

"The buildings at Keyham (in another part of Plymouth's outskirts)—erected to house the college in 1880—will cease to be used as a part of the college when the new block is completed. Manadon House, with its hundred-acre site and ancient stone tithe barn was acquired by the Admiralty in 1936."

(It was used as a part of the college subsequent to the bombing of Keyham in 1940 when large losses were inflicted on staff and students and considerable damage done to the buildings.)

"The 17th century Inigo Jones mansion and the tithe barn now contrast sharply with the gigantic engineering bays and lecture buildings in which the fleet engineers now pursue their studies."

Present numbers under training are 350, including the 15 from Canada and proportionate representation from other Commonwealth navies.

UNTDs Call at American Ports

The first UNTD division sailed in the *Portage* and *Wallaceburg* for Gloucester, Mass., May 20. After an enthusiastic reception in the home of the famous Gloucester men, and many activities arranged by the citizens for the ships' companies, they sailed for Philadelphia via the Cape Cod Canal and the Delaware River.

In Philadelphia, the ships were given tickets for stock car races and baseball games, and bus tours to historic and scenic spots were arranged. Official re-

WEDDINGS

Able Seaman K. P. Conrod, *Wallaceburg*, to Miss Catherine Holden, St. John's, Nfld.

Able Seaman Fred Ford, *Naden*, to Miss Jannette Anton, Edmonton.

Able Seaman Douglas Herder, *Caribou*, to Miss Shirley Ryles, St. Eustache Sur Le Lac, P.Q.

Leading Seaman David Wilfred Kelly, *Naden*, to Miss Eleanor F. B. Spencer, Victoria.

Petty Officer Ronald Knapman, *Caribou*, to Miss Hope Moss, Cornerbrook.

Able Seaman Lawrence Richard Liesch, *Naden*, to Miss Marjorie Grace Fletcher, Victoria.

Leading Seaman Patrick Lundrigan, *Stadacona*, to Miss Lillian Roche, Charlottetown.

Able Seaman Clayton J. Miner, *Stadacona*, to Miss Elizabeth Ross Adie, Toronto.

Able Seaman Norman Iverson Purcell, *Albro Lake Radio Station*, to Miss Laura Jean Thorne, Dartmouth.

Sub-Lieutenant Harold Raymond Steele, *Magnificent*, to Miss Janet Catherine Thornhill, St. John's, Nfld.

Ldg. Sea. Harry James Verran, *Cornwallis*, to Miss Jean Constance Boyce, Halifax.

Lieutenant (MN) Mary E. Wilson, *Naden*, to Lieutenant-Commander Fred E. Corneille, *Naden*.



Mrs. Bessie Miller, wife of Petty Officer J. R. Miller, HMCS *Shearwater*, this summer presented her husband with their second consecutive set of twins. Mrs. Miller is shown holding Donald while PO Miller holds Frederick. The twins were a month old when the photo was taken. John and Frank (three years) stand in the rear while Florence, (five years), stands between her parents. (DNS-12427).

ceptions were held in the *Wallaceburg*, the officers' club in the naval base and at the residence of the British Consul.

On the return journey, evolutions were carried out for the benefit of the cadets on board. Highlight of the trip was the jackstay transfer of Lt.-Cdr. C. A. Prosser from the *Portage* to the *Wallaceburg* which took only 14 minutes.

On June 8, the *Portage* and *Wallaceburg* sailed for St. Georges, Bermuda, with the second UNTD Division, Fraser Division, under Lieut. R. S. Portchmouth.

Numerous sports events were participated in before the departure for Bridgeport, Conn.

After a week-end in Bridgeport, the ships returned to Halifax.

Cookery Course Passed by All

All members of the 89th cookery class for trade group one at the Supply School in *Naden* obtained pass marks, with the class as a whole averaging 77.2 per cent.

High man in the class was Ord. Sea. M. L. Donnelly, with an aggregate average of 88.3. Able Seamen J. R. Watts and L. H. Boggs, followed with 87.2 and 83, respectively.

Medical Assistants Complete Course

Thirteen medical assistants recently completed a course for trade group one at the Medical Branch School in *Naden*.

They included Able Seamen D. B. Alexander, S. E. Blakey, R. A. Bisson, E. W. Bowes, E. R. Bryan, R. T. Grist, L. E. Lecompte, M. D. Olynch, F. A. Rice and J. A. Thompson, and Ordinary Seamen E. W. Achtymechuk, R. E. McGibbon, and A. J. Nosal.

BIRTHS

To Lieutenant G. W. Babbit, *Shearwater*, and Mrs. Babbit, a son.

To Lieutenant-Commander (L) J. L. Belyea, *Naval Headquarters*, and Mrs. Belyea, twin daughters.

To Leading Seaman Les Bowman, *Naden*, and Mrs. Bowman, a daughter.

To Chief Petty Officer J. F. Guinard, *Wallaceburg*, and Mrs. Ginard, a son.

To Captain (SB) P. R. Hurcomb, *Naval Headquarters*, and Mrs. Hurcomb, a son.

To Chief Petty Officer W. J. (Pat) Morrow, *Star*, and Mrs. Morrow, a daughter.

To Able Seaman James Nicholson, *Naden*, and Mrs. Nicholson, a son.

To Petty Officer H. A. Rands, *Aldergrove Radio Station*, and Mrs. Rands, a daughter.

To Commander (S) K. M. Roy, *Naval Headquarters*, and Mrs. Roy, a son.

To Ordnance Lieutenant John Russell, *Naval Headquarters*, and Mrs. Russell, a daughter.

To Leading Seaman William M. Smith, *Aldergrove Radio Station*, and Mrs. Smith, a daughter.

To Leading Seaman Donald Taylor, *Naden*, and Mrs. Taylor, a son.

To Petty Officer Robert Terpenning, *Ontario*, and Mrs. Terpenning, a daughter.

To Leading Seaman R. U. Tuele, *Aldergrove Radio Station*, and Mrs. Tuele, a daughter.

To Petty Officer R. M. Waugh, *Niobe*, and Mrs. Waugh, a son.

To Ordnance Lieutenant Donald R. Whittemore, *Magnificent*, and Mrs. Whittemore, a son.

To Commander V. J. Wilgress, *Magnificent*, and Mrs. Wilgress, a son.

To Lieutenant (L) B. L. Wilkins, *Niobe*, and Mrs. Wilkins, a daughter.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Quebec

Even for those who did not contribute to the deluge of requests for leave which characterized her St. Lawrence River cruise, there was a certain spirit of home-coming in the visit of HMCS *Quebec* to the province for which she was named.

There are few sights more stirring than that of a jetty colourfully alive with summer dresses and bristling with arms waving in welcome. Even when a sailor's eyes seek no particular face, and he waves in response to no special arm in the midst of the many, he nevertheless is drawn into and warmed by that broader welcome which embraces the whole ship.

The *Quebec's* visit to Murray Bay coincided with the gathering there of the Quebec Council of Mayors whose members took the opportunity to examine their particular part of the Navy at close quarters.

The approach to Quebec City was an occasion for rejoicing both on board and ashore. Waiting families and friends

assembled at Wolfe's Cove could be seen from well down-river. In their midst, in faultless array, the guard from HMCS *D'Iberville* was drawn up, awaiting inspection by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, who performed the ceremony immediately the brow was placed in position. Brigadier J. P. E. Fleury then inspected the *Quebec's* guard on the quarterdeck.

On conclusion of these formalities, the "natives" were pounced upon by their laughing, excited families, some of whom had travelled considerable distances for the occasion. In a very short time the ship's company was greatly depleted.

For those who remained, the stay at Quebec was far from dull. There were numerous opportunities for tours, sports and various other forms of entertainment. The city itself, so impressive by virtue of its position, its past, offered a wealth of experience for those with eyes to see. Many of the ship's company visited the famed shrine of St. Anne de Beaupre, and the nearby "Cyclorama", a remarkably realistic panorama of Jerusalem and the surrounding countryside at the hour of the Crucifixion.

In the vicinity of the Chateau Frontenac, monuments to those who founded the city and shaped her destiny stand in imposing array, imbuing the spot with sufficient dignity to strike awe into the best-disciplined of men; the *Quebec's* guard and band did full justice to that august gathering. On Dufferin Terrace, before the Chateau they gave an efficient and very moving presentation of the ceremony of "Beating Retreat" and attracted a large and appreciative audience.—H.R.P.

HMCS Lauzon

The rather routine ship's program since the *Lauzon's* return from the West Indies with the First Canadian Escort Squadron was livened by a tour of duty as plane-guard for the *Magnificent*. This one-week stint was very successful from the *Lauzon's* standpoint, providing a welcome break.

The *Magnificent* approved of the action, too, as evidenced in this message, addressed to the *Lauzon*: "Thank you for your very efficient service during flying operations last week. I have never seen a target streamed and recovered faster".

The social life was brightened by a ship's company social in *Scotian*, the Halifax naval division, conducted by PO Joseph Coyle and his committee. CPO Alexander Watson acted as master-of-ceremonies, and AB Charles Doyon augmented the entertainment program with a display of gymnastics.

Lieut. Clarke McCredy left the ship on appointment to the *Magnificent* for direction duties, and Sub.-Lieut. John Hall went to *Cornwallis* for an officer's divisional course. Surgeon Sub-Lt. Paul Giguere was appointed to *Star* and Sub-Lt. John E. McRae to the *Chaleur*. Lieut. John Liddell joined the ship from *Carleton*.

PO John Drake suffered a broken leg in a freak accident while swinging the brow into place.

HMCS Huron

The ship's company of the *Huron* has developed something new in the way of ship's departures.

When the *Huron* was ready to sail on her third tour of duty under the United Nations Command in the Far East, relatives and friends of the ship's company down to say farewell were invited



One hundred and fifty-two Sea Cadets were trained in the quartermaster branch at Cornwallis this summer. Three of the members of the course are seen during a harbour craft cruise of Halifax and approaches. They are, left to right: Able Cadet Frank A. Denis, of Cornwallis, N.S., Able Cadet Patrick D. Smith, of North Vancouver, and Cadet CPO Donald K. Kaneluk, of Hamilton. (HS-31718)

aboard for a last look-around and then were treated to refreshments "on the house".

Before the ship's departure, the commanding officer invited the visitors aboard. Then, to the particular enjoyment of the smaller guests, ice cream, soft drinks and hot dogs were served.

HMCS Magnificent

The first few days of June found the *Magnificent* in the closing stages of post-refit trials of the equipment which had been under repair and modification during the previous ten weeks the ship spent in HM Dockyard Portsmouth, England. These trials were carried out in the English Channel, south of the Isle of Wight. When they had been completed, the *Magnificent* proceeded to Belfast for an overnight logistics call and then set course for home.

The ship arrived in Halifax on June 11, after an absence of about 3½ months. No one noticed if the traditional fatted calf was embarked on arrival but, if it was, it was preceded by the inevitable bundle of draft notes, so that many long familiar faces disappeared from our midst.

The remainder of June was spent alongside in Halifax and, during this period, part-annual leave was granted to each watch in turn, the reduced watch-on-board being busily engaged in storing and preparing for flying.

July 5 found the "*Maggie*" at last getting down to the business of making up the lost flying time of the past six months. On that date the ship's squadrons, VF-871 and VS-881, embarked to open the flying phase of 1954. Despite the handicap of unco-operative Halifax-area weather, the refresher and qualifying CLP's were completed in short order and 881 Squadron was night flying by the 21st. Many of the newer members of the ship's company flocked to "goofing stations" for their first view of night landings and most were convinced that "there must be an easier way of making thirty bucks a month".

The remainder of the month of July was spent progressing flying training at sea in the Halifax area, with the objective of being top-line for the late summer A/S exercises with the USS hunter-killer force and for the annual NATO tactical exercise.

PACIFIC COMMAND

HMCS Cayuga

The *Cayuga* spent Dominion Day in the Japanese port of Nagasaki and the six-day informal visit to the famous city was highlighted by a heavy program of entertainment, sports and official functions.

On July 1, Commander William P. Hayes, CO of the warship, paid his official calls on the governor and mayor and was their host at luncheon on board. Later in the day thousands of

citizens visited the ship and in the evening the commanding officer and officers were hosts to civic dignitaries at a reception in the wardroom. Later the commanding officer and officers were entertained ashore by the governor and mayor.

Tours of the city, target for one of the two atomic bombs dropped in Japan during the Second World War, were popular with crew members. Inclement weather forced cancellation of many of the scheduled sports events, but the *Cayuga's* soccer team managed to split two games with Nagasaki squads, winning against the city's all-stars, 2-1, and losing to Nagasaki University by the same score.

It was felt by all on board that the visit did much to provide Japanese and Canadians alike with a deeper understanding of each other.

Diving and Explosive Disposal Training Centre

Lt.-Cdr. Phil Henry took up the appointment of Officer-in-Charge, Diving and Explosive Disposal Training Centre, on May 10. He succeeded Lt.-Cdr. Ben Ackerman who joined a JOTL Course.

Diving Tender No. 2, under the command of Lieut. W. H. Myers, diving officer, in conjunction with CPA personnel, salvaged a Mustang aircraft in the Fraser River near Sea Island on May 18.

A "frogman" team, consisting of Cd. Ordnance Officer S. M. Sellars, CPO R. E. Wigmore and Able Seamen Robert Larson and W. G. Sutcliffe, put on two demonstrations daily at the Sportsmen's Show in Calgary from June 1 to 5.

An attack on an enemy harbour was simulated in a 30-foot pool. Wire netting, stretched across the pool to represent the enemy harbour defence, was cut through and a small building, supposedly a radar installation unit at the end of the pool, was blown up. Approximately 57,000 people witnessed the show.—W.H.M.

HMCS Sault Ste. Marie

During the early part of May, the *Sault* exercised with the *Ontario* and *Sioux* at Nanoose Bay and acquitted herself well in all fleet exercises, general sea and harbour drills, full calibre firing and recovering torpedoes. Petty Officer D. McKee was particularly commended by the captain of the *Ontario* for his speedy securing of a torpedo and his efficient handling of the whaler.

The *Sault Ste. Marie* has been fortunate in her weekend training trips. The Navy was asked by the mayor of Bellingham, Wash., to provide a cruiser, two destroyers and the band and drill



The sorrow of parting was blunted, particularly for the children, when the *Huron*, on the verge of sailing for the Far East, was the scene of an informal reception for relatives and friends, with ice cream, hot dogs and soft drinks laid on by the ship's canteen. Here, little Beryl Pace, daughter of Ldg. Sea. and Mrs. Lorne Pace, of Timberlea, N.S., helps to dispose of the ice cream. (HS-23073)

team from *Naden*, to lend additional glamour to their Blossomtime Festival. On the evening of Friday May 7, the *Sault Ste. Marie* slipped from Esquimalt, proudly carrying the burdens of a cruiser and two destroyers, and the bodies of *Naden's* band.

After an early landing a most impressive colours ceremony, with full band and armed platoon was held on the jetty, where the local inhabitants, already gathered in considerable strength, were gratifyingly impressed.

The ship's platoon, preceded by the *Naden band*, led the parade through Bellingham during the forenoon, and the honour of the Navy was well upheld both then and in the evening, when the band marched and counter-marched in the ball park.

The Blossomtime Queen and her attendants were entertained in the wardroom at lunchtime, and the ship was open to visitors in the afternoon.

A drumhead Divine service was held on the jetty on Sunday, with the band providing the music for the service, and with about 70 guests in attendance.



If any beginners in the service are under the impression that Chief and POs spend their time chewing rusty nails and spitting brimstone, let them gaze on the accompanying picture. While the "Maggie" was at refit at Portsmouth, England, five of the cross-hooked and three-button members of the crew, on their own initiative, but with the connivance of the galley staff, loaded a jeep with ice cream and other delicacies and made their way to the Southsea orphanage of the Sisters of Nazareth. The happy results are shown. (Mag-5721)

On the return trip, Oropesa sweeps were veered in slow time, boats crews were exercised, and the Reserve Officers paraded their ship handling skill by coming alongside a floating "jetty" built by the shipwright.

Additional watchkeeping officers and men from *Malahat* were borne during the last weekend of the month when the *Sault Ste. Marie* monitored the famous Swiftsure yacht race, in company with the *Porte Quebec* and a US Coast Guard cutter. Sailing was tricky, with winds varying from half-gale to a flat calm, and four yachts had to retire, three with blown-out mainsails.

In an almost incredible finish for a 136-mile race, the first five yachts passed the finish line in ten minutes.

Communication Training Centre

For the first time in about nine years, courses for RCN communicators were held at *Naden's* Communication Training Centre. Trade group two courses, radio and visual, were completed in June with some gratifying results. At the top of the CR2 class was Ldg. Sea. G. F. Freeman, and Ldg. Sea. C. W. Drummond headed the CV2's.

The Training Centre was thankful for the return of several instructors from Comschool at *Cornwallis* enabling it to meet the demands made by the summer schedule for cadet and reserve training.

Aldergrove Radio Station

By the middle of August, Canada's "evergreen playground", at least in the vicinity of Aldergrove, had enjoyed only five days of summer weather—a fact

which made the completion of the station's new recreation building a matter for great rejoicing. The building now only awaits official acceptance by the Navy.

Among the recent departures from the station was that of CPO Henry Abercrombie to *Naden* for release on pension. Others who left for *Naden* included Petty Officers Ronald Bennett and Graham McKay and Leading Seamen Robert Coons and Kenneth Glazier. PO Robert Connor has gone to the *Sioux* and CPO Ralph Davies to *Cornwallis*.

Recent arrivals at the station, all from *Naden*, included Chief Petty Officers Thomas Fraser and David Larkey and Leading Seamen John Quaife and Darrel Scales.

While Aldergrove relished the honour of having the only Navy team entered in an international softball league, weakness in the pitching section sent the team down to defeat for the fourth year in a row. Although unsuccessful, the players won full marks for good spirits and sportsmanship.

Ordnance School

The Ordnance School was operating at full blast in early summer with an ordnance officers' qualifying class under way, 17 cadets under instruction, one technician class, one armourers and two armourers' mates classes on course and another mates class waiting to start.

An armourers' mates class had qualified a short time previously and its

Recruiting Team Lends a Hand

How the Navy was able, in a small way, to give help in time of trouble in a Nova Scotia town was told in a letter sent to the Commanding Officer, HMCS *Scotian*, the Halifax naval division, by Stephen Pike, MLA, welfare officer of the Springhill branch of the Canadian Legion.

Mr. Pike wrote:

"We would like to bring to your attention, the actions of the recruiting team for the Navy, which visited Springhill this week with the Canadian Legion hall as headquarters.

"The recruiting team under Lieut. (E) L. W. Smith, and composed of Ldg. Sea. W. J. Holloway, and Ldg. Sea. B. K. Walker, driver, arrived in our town yesterday morning, July 29, just as our town was experiencing a terrible accident in the local mines, an accident which was almost a disaster. In the accident two men lost their lives and sixteen men were hospitalized.

"Lieut. Smith, on hearing of the accident, immediately dispatched Driver Walker to the pit head with the Navy station wagon to be used as an ambulance. He also dispatched Ldg. Sea. Holloway a trained medical assistant to the hospital to help with the wounded. I have heard since that Holloway's help was as good as ten men.

"An accident to our mines affects all the citizens of our town and all assistance rendered is not soon forgotten. In this case many people from other places offered their services. We feel that the actions of the Navy personnel at this time did much to further the good public relations of the Navy in our town."

members are now at sea putting school-work to practice.

Ord. Sea. J. A. Webb, a potential armourers' mate, was selected for university training instead. Three Wrens also underwent training in the school. They were Wrens Elizabeth Chery and Evelyn Metcalf of *Hunter* and Joanne Morgan of *Donnacona*.

Messrs. Alfred R. Lee and Ralph V. Courtney, newly-appointed branch officers, completed their divisional course at *Cornwallis* and returned to the West Coast to take up appointments in the Naval Armament Depot and the *Ontario*, respectively.

TAS Training Centre

The TAS Training Centre at *Naden* has seen many changes in staff and the completion of various courses since the beginning of the year. Four TD3 and one TD2 classes qualified, and five TD3 classes and another TD2 course were under way in June. Reserve training was also going on, three men having qualified for TD3 and one for TD2 up to June 9.

The visit of U.S. Navy submarines *Greenfish* and *Gudgeon* provided a chance for qualifying classes to carry out A/S exercises at sea in the frigates *New Glasgow* and *Stettler*. Cadet training was also under way to the mid-year mark with two groups at the Centre then and others scheduled at regular intervals throughout the summer.

NAVAL DIVISIONS

HMCS *Star*

(Kitchener Tender)

The Kitchener navy went to sea in June for the first time since the tender to *Star* was organized this spring. Six officers and men, including the commanding officer of the new tender, Lt.-Cdr. J. R. H. Kirkpatrick, were aboard the *Beaver*, *Star's* training Fairmile, when she made a round trip to Windsor. Also on board were six sea cadets from the Kitchener-Waterloo corps, RCSCC *Warspite*.

The cruise was aimed at familiarizing the officers and men with the Fairmile, and also enabled the officers to attend the annual meeting of the Dominion Council of the Naval Officers' Association of Canada in Windsor at which former Defence Minister Brooke Claxton was the guest speaker.

Officers and men making the trip besides the commanding officer were Lieutenant-Commanders Gordon Haslam and Walter Piercey, Lieut. J. Ross Morrison, PO John Smith, Ord. Sea. George Hartung and Robert Froelich. Lieut. Jack Gould, RCSCC, headed the group of six Sea Cadets.

Names of Lost Ships Recalled

Familiar names will greet naval personnel visiting the new Commodore Park subdivision at Woodlawn, Halifax suburb, for the street names commemorate Canadian warships lost during the Second World War.

Among the names are Margaree Parkway, Athabaskan Street, Valleyfield Road, Louisburg Lane, Skeena Road, Guysborough Avenue, Spilkenard Street, Bras d'Or Terrace and Raccoon Road.

Set aside by the planners is a site for the location of a permanent memorial to all RCN warships, officers and men lost in the Second World War and land for a future school to be built in memory of HMCS *St. Croix*, a destroyer sunk by acoustic torpedo in 1943.

When the subdivision was opened recently, the key to one of the first homes was turned over to the new owner by Commander P. F. X. Russell, commanding officer of the 1st Canadian Escort Squadron.

The naval touch even extends to a new bungalow design prepared for the development. The architects have named it "The Quarterdeck".

HMCS *Discovery*

Bright and early on Sunday morning, June 27, a group of reserve officers and Wrens of HMCS *Discovery* and 40 Canadian Army Cadets embarked on the minesweeper *Cordova* and set out on the sunny expanse of the Pacific (Georgia Strait, that is) for a training cruise. For many of the new-entry Wrens, this was an entirely new experience—being "sea-going sailors" for the first time.

The Wrens were fallen in, assigned watches and sent below to shift into the "rig of the day" in their case jeans, sweaters, gym shoes and other serviceable garments. The watches covered quarterdeck, forecabin and wheelhouse, where verbal and practical instruction was given, and the galley, with practical, if not so new, experience in serving, cleaning, washing and drying. A stop was made at Bowen Island to disembark the Army passengers.

Dinner resulted in some confusion and disappointment for the Wrens who had been serving and handling aromatic roast pork and chicken. Officers and men, and the other Wrens, obviously shared their enthusiasm for the food, for by the time the galley Wrens were ready to eat there was none left! After a short delay and many moans, they fared well on bacon and eggs.

The highlight of the cruise, mine-sweeping, began at 1300. Helping with (or perhaps hindering) the preparation and lowering of kite, otters and floats gave the Wrens a first-hand picture of the business of Oropesa minesweeping.

Play by play explanations by instructors made the lesson complete and effective.

The actual sweeping, after all was organized, produced no mines, but again much information was gained by participants and spectators. Hauling in and stowing away the equipment did produce a catch of "miniature mines"—"sea onions", known elsewhere as kelp.

The remainder of the cruise consisted of general instruction, observation and supper — this time enough for everybody. There was a short stop at Bowen Island for an exchange of greetings over the side with holidayers and to pick up the Army Cadets dropped off on the way out. The hurried change back into uniform took more time than anticipated, with too many Wrens and too many scattered, unmarked garments in too little space. But they made it, and the tired, sunburned but happy group of Wrens arrived back at *Discovery* at 1830.—M.W.

HMCS *York*

"A decided success" was the verdict of members of *York's* contingent on the weekend they spent as guest of the U.S. Navy Reserve Surface Battalion at Rochester July 10 and 11. But that phrase doesn't quite describe the results of their efforts in the various competitions against the Rochester Reservists, which are a feature of these annual exchange visits.

The Rochester crew upset *York's* winning record for the first time since the Second World War by registering a clean sweep, defeating the *York* reservists in the rifle competition, whaler pulling race and tug-of-war. Earlier, however, they stood admiringly by as *York's* gun run team demonstrated its skill in an intricate cannon drill.

The competitions and drill highlighted the latest visit of the Canadian naval reservists to Rochester. The visits, which symbolize the friendship between the two nations, date back to 1927. It has been only since the Second World War, however, that they have been conducted on their present annual exchange basis.

For the first time in many years, the U.S. reservists defeated the Canadians in the one-third-mile boat-pulling race. Rochester's four-man rifle team took the rifle matches at Float Bridge Rifle Range, while the tug-of-war team out-pulled its Canadian rival. The competitions were followed by a buffet dinner and dance at the Summerville Naval Militia Armory. The weekend visit ended Sunday afternoon after church services and a softball game between the two units.—R.R.



The Navy Plays



Divisions to Vie For New Trophy

Malahat accepted the challenge of *Discovery* to a sports meet at Vancouver on June 19 and captured the .22 rifle shoot and badminton events, while the host division was victorious at basketball and volleyball.

The Victoria Division has produced a trophy, the Carpenter Cup, to be competed for annually among *Malahat, Discovery* and *Chatham* personnel.

RCN Plays Big Part in Carnival

At Fort Churchill, the armed forces of Canada and the United States work hand in hand. Since the American holiday of the Fourth of July comes so close to the Canadian holiday on the 1st, everyone compromises and celebrates on the 1st, 2nd, 3rd and 4th. Even the sun joins in the holiday mood, for this is the time of year when, in these latitudes, it is never really dark, and even at midnight, the red glow of the sun just below the horizon can be seen.

To mark the occasion, it has become the custom in Fort Churchill to hold an annual carnival, the proceeds of

A feature event in the Halifax Natal day on June 21 was an eight-mile road race. AB Kiyota Takaokoa, Calgary, is seen finishing the race in a burst of speed which made him the undisputed winner. (HS-31474)



which go to a fund to send the Boy Scouts and Girl Guides to summer camp. Each service or civilian organization enters a candidate for carnival queen, and also enters teams in the sporting events. The queen is elected on the number of voting tickets sold by her supporters, and competition is keen. To the winning teams in the sports events go small individual trophies and large team trophies.

In all these activities this year the RCN played a big part. As early as May 24, men of the station were canvassing the camp and the townsite, selling tickets in a valiant effort to put Wren June Patricia Buchanan at the top of the queen list. Skeet and rifle fans spent long hours on the ranges, the basketball, volleyball and softball teams worked out whenever possible, and the tug-of-war team trained on vast quantities of food and drink. Only the horseshoe pitchers showed that calm disdain for training which is the mark of their race the world over.

The sports events got away with a crack at 0900 on July 2 as the rifle teams went into action. The RCN contingent, under Lieut. (S) Jean M. Pinet, although not spectacular, were steady, and finished a close second to the Canadian Army. The skeet gunners, following the lead set by Chief Shipwright Lewis S. Parsons, triumphed over all opposition to top teams from the Canadian Army, RCAF, U.S. Army, Defence Research Board and civilians. Chief Parsons claims he learned to shoot in Newfoundland, where he used to go out with his father's musket and "four fingers of black powder and five fingers of shot".

On the ball fields, the volleyballers went down before the RCAF team, while the basketball crew defeated the RCAF, only to be downed by the U.S. Army. The softball team went into the semi-finals with ease, then lost a close game to the RCAF. However, all this activity gained for the RCN a total of three points towards the grand score, to add to the five earned at skeet and the three for second in rifle shooting.

The tug-of-war team was having its troubles. After winning over a U.S. Army in two straight pulls, it ran into a massive group of bodies representing the Canadian Army. There is still some

"Stiff" Scores Guards Stiff

Two commissionaires, making night security rounds at *Naden* recently, peeped in a window of the Medical Branch School and shone a flashlight around in the prescribed manner. The beam of light fastened on a bed wherein lay a man, obviously very sound asleep.

Thinking he was probably a medical student who should be elsewhere, they did everything but break the window in an attempt to waken him. Their concern turned to alarm when the body didn't stir, and a quick call was put through to the Duty Chief at the RCN Hospital.

He assured them there was no cause for excitement. It was just a practice dummy.

discussion as to whether or not the Army end of the line was made fast to a truck standing nearby. When the dust had cleared, the Army were winners, but Navy had to pull off against RCAF for second place. This was done Saturday morning. The commanding officer was placed in the forefront of the Navy team for this, and whether it was his weight or his scowl which frightened the airmen will never be known, but Navy won easily, adding another three points to their total.

The horseshoe pitchers ran into a group of old civilians who had been calm longer than they, and wound up out of the money.

On Saturday, July 3, the day began with a fly-past by an RCAF Dakota, which sprayed the camp liberally with DDT and fuel oil, killing most of the mosquitoes. The big parade moved off at 2 p.m. with floats from all services represented, and several from the town of Churchill. The Navy entry was a service dinghy, fully-rigged and well decorated. After the parade, the ceremony of crowning the queen was carried out. Then everyone dispersed to try their luck at the various games of chance or bingo, or to watch the finals of the sports events. The U.S. Army won the meet with 20 points, RCN, next with 14, RCAF close astern with 12, Canadian Army with 11 and D.R.B.-Civilians with six.

The RCAF, capitalizing on their mobility, had sold tickets for their Queen throughout the Far North, and there are

Eskimos all over the Arctic who now own pink tickets marked "One vote for Barbara" and which they think are powerful white man's magic. It was powerful enough, anyway, to put the RCAF Queen, Miss Barbara Westwell, well out in front.

At 1700 on Saturday the RCASC laid on a huge buffet supper for the 1,500 who attended. From there the crowd moved to the school auditorium, where the sports trophies were presented, followed by a show by a USO troupe from Washington, D.C., and then a big dance.

Sunday was devoted to post mortems on the sports events and to rubbing sore muscles. On Monday, the USO troupe gave several shows, including two in the men's mess at the naval station. On Tuesday the Boy Scouts and Girl Guides cleaned up the debris, but they were quite happy about it all. The carnival had netted them well over \$2,000, enough to send them all to camp at Clear Lake, near Winnipeg. The Navy, although worn out from all its efforts, is determined to be tops in everything next year. After all, it is for a worthy cause.

Sports Meet Held At Bedwell Harbour

Sports and recreation featured a weekend spent at the Pacific Command's "summer naval base", Bedwell Harbour on South Pender Island by the *Sault Ste. Marie, New Glasgow* and *Stettler*.

A sailing race with dinghies and whalers was not too successful, owing to the lack of wind, but a challenge issued by the "Soo" to the *New Glasgow* produced an exciting softball game.

The cast from Naden Entertainment Centre which performed in a two-hour variety show for patients of Wilkinson Road Hospital, Victoria, included, front row, left to right: Ldg. Sea. J. E. Woods, AB T. M. Brophy, and AB K. H. Reiter; back row: Laverne M. Sands, organizer; Ldg. Sea. L. P. McGilles, AB A. C. Ryan, Ldg. Sea. John R. Balls, Cd. Commissary Officer Cliff Way, PO H. R. Dunn, RPO Harold Bingham, master of ceremonies; John C. McLeod, hospital official; and AB Bob Gillespie, producer. (E-27357)



PO Jack Allan, with smashing three-bagger, pulled a 9-4 game out of the fire and the coastal escort's nine subsequently won 11-10. A second game, between engine room personnel of each ship, was lost to the frigate.

A beach party and smoker in the evening brought forth some impromptu entertainment, topped by the "Soo's" coxswain, CPO Henry Sylvester, who turned out to be an exceptional storyteller.

Classes Halt Ball Schedule

Gloucester, the only Navy entry in the Russel-Carleton Counties Softball League, was forced to withdraw its team from the intermediate playoffs late in July because three key players were required for night classwork at the Ottawa naval radio station.

Stadacona Nine Enters League

Stadacona has a baseball team, coached by Mr. "Ginger" Robbins, (ex-Chief Gunner's Mate) in the Halifax and Dartmouth Intermediate League. Two of last year's players on the team are Able Seamen Joseph Perron and Ray Johnston, from the Supply department.

The water polo team, under its playing coach, AB John Rasmussen, is taking daily work-outs and is on the lookout for competition.

The Stadacona soccer team got off to a successful start in the Halifax and District Soccer League, winning its first three games. Leading goal-getter was

the coach, PO Johnny Pike, with three scores to his credit.

The softball team, coached by CPO Fred Kelly, moved into second place in the Halifax Intermediate Softball League.

MTE Captures Rifle Trophy

The Mechanical Training Establishment won Naden's .22 rifle shoot with a team consisting of CPO F. A. Pellow, Petty Officers J. T. Little, W. R. Senior and J. F. Redlin and Ldg. Sea. R. K. Barrett. The trophy was presented during ceremonial divisions to CPO Pellow by Commodore K. L. Dyer, Commodore RCN Barracks.

The MTE was well represented in interpart competition for the Cock of the Barracks and its four divisions were well up in the standings in boat-pulling and softball. No. 4 division placed third in the Gorge Regatta.

Star Captures Softball Opener

Star defeated York 11-5 in the first of a series of softball games scheduled between the divisions on Lake Ontario. The game, played on York's home grounds, began with each team scoring two runs in the first inning. The teams remained deadlocked until the fifth inning when Star scored three runs to take a lead they never relinquished.

There were four home runs in the game, with AB W. C. Cummings and Ord. Sea. H. W. Levey each hitting two.

Malahat Helps Navy to Victory

A Navy team has captured the Gordon Highlanders' .303 Rifle Shooting Trophy for the first time since it was presented in 1921 for inter-service competition in the Victoria area.

Two of the outstanding naval marksmen were CPO Walter Burch and Wren D. J. Schaeffer, both of Malahat, the Victoria naval division.

Royalty Sees Ottawa Win

A surprise visit by the Duke of Edinburgh capped a red-letter day for RCN cricketers in Ottawa who defeated a team from HMS Sheffield on July 29 in an all-day match on the luxurious grounds of Rideau Park, the site of the Governor-General's residence.

His Royal Highness saw the finish of the game—the first RCN versus RN

contest ever held in Ottawa—in which Naval Headquarters outplayed the British team 127-61.

The Duke was resting during the day at Rideau Hall after a flight across the Atlantic to begin his recent tour of Canada. Looking cool and refreshed after an afternoon swim, His Royal Highness, Governor-General Vincent Massey and their staffs were strolling over the Government House lawns as the game neared the finish.

The Duke met the players as they left the field, among them the team captains and Constructor Commodore Roland Baker, president of the Ottawa Valley Cricket Council. While he chatted with the losers, Cdr. (E) E. B. Good of the Canadian club came up to him and said: "Sorry you had to see us beat the *Sheffield*, sir!"

After more than a quarter-hour of talk with the contestants, the Duke and his host strolled to the residence to prepare for dinner.

The match was arranged by the RCN to coincide with the visit of the British cruiser—flagship of the Royal Navy's America and West Indies Squadron—to Montreal from July 28 to August 6. Her team was brought to Ottawa by service bus and returned to Montreal that night.

Play started late in the forenoon with the RCN batting first. Lt.-Cdr. E. Petley-Jones was top Canadian batsman, who knocked up 50 runs before he was retired. Constructor Cadet L. E. St. Hill scored 31, Cdr. Good made 17 and Commodore Baker, 20, contributed some welcome runs to pull the Canadians out of a minor slump.

Cadet St. Hill bowled throughout the innings, taking seven for 17 runs to make a pretty good day of it. *Sheffield* batsmen never really settled down except for a Royal Marine who scored 25 in good form.

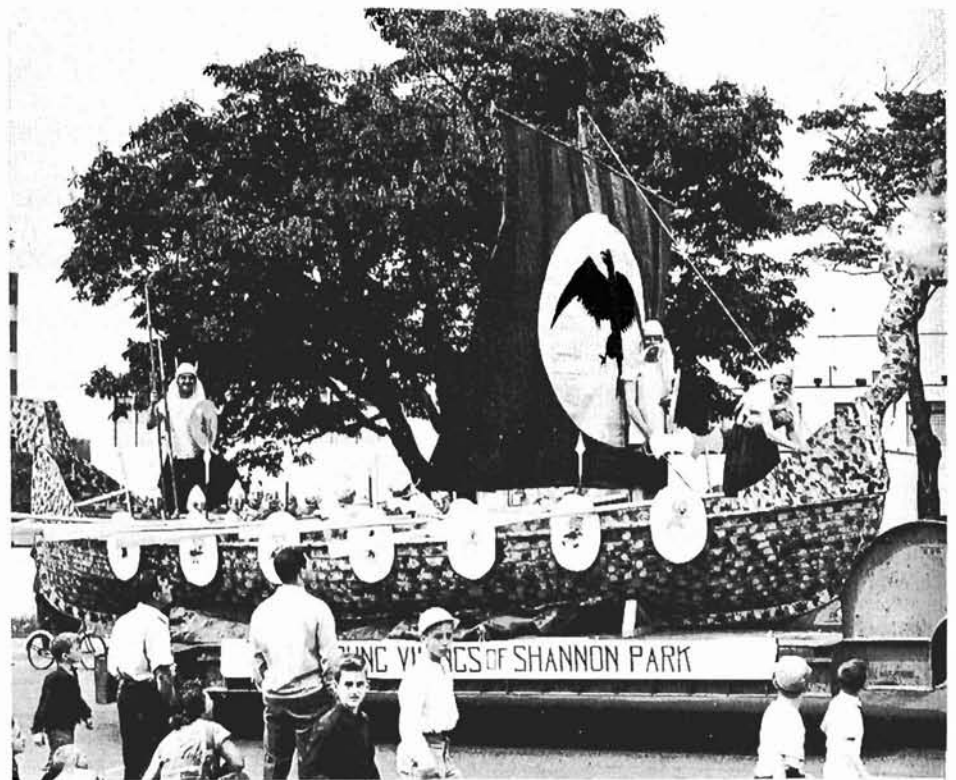
However, their batting side was better than the final score indicated. They were forced to use a long string of bowlers, too, but proved excellent fielders, an Australian midshipman taking four difficult catches behind the wicket.

Vice-Admiral E. R. Mainguy, Chief of Naval Staff, lunched with the teams in the pavilion. A buffet there followed the game.

Captain Dudley G. King was captain of the Ottawa side. Other Canadian players included Cadet C. R. H. Thoms, Cdr. (E) R. G. Raper, Lieut. (E) A. C. H. Wildsmith, Sub-Lt. J. A. Park, Cdr. R. A. Green and Lieut. (S) F. S. Anderson. Commanders Good and Raper are RN officers on loan to Canada.



The Maritime Museum on Citadel Hill in Halifax gained another treasure recently when Superintendent Henry A. Larsen, the RCMP's leading Arctic veteran, presented the bell of the patrol ship *St. Roch* to the museum. The *St. Roch*, famous as the first ship to sail both ways through the North West Passage, is being returned to the west coast where she will serve as a museum. Left to right, above, are Commander Bruce Carnall, captain of HMCS *Gaspé*; Captain C. H. Gilding, Curator of the museum; Superintendent Larsen and Inspector James Fraser, Dockyard RCMP Marine Division. (HS-31841)



The Shannon Park float entry in the Halifax Natal day parade won the first prize for the best decorated float. Designed by CPO C. R. Mann, Lachine, P.Q., the float was built by seven Chiefs and POs who live in the park. It was called the "Young Vikings of Shannon Park". It was also entered in the Dartmouth Natal Day parade in August. It marks the second consecutive year a Shannon Park float has taken first prize in the same category.

LOWER DECK PROMOTIONS

Following is a further list of promotions of men on the lower deck. The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

ALLEN, Ronald E.....LSAR1
 ANDREW, John J.....LSSW1
 ARNOLD, Donald G.....P2MA2
 ARNOLD, Robert G.....P2NS2
 ARTHURS, Edward S.....LSNS1

BAKER, William S.....LSCS2
 BARTON, George.....P2CK2
 BAXTER, John R.....P2NS2
 BEAUDRY, Roger J.....LSMA1
 BOUCHARD, Henri-Paul.....P2MA2
 BRIGGS, Garry J.....LSAO1
 BRYAN, Harry F.....LSBD2
 BULLEN, Arthur E.....LSNS1

CALBURY, Kenneth D.....P2CK2
 CAMPAIGNE, William K.....LSAO1
 CARTER, Austin W.....LSOM2
 CARVER, Joseph E.....PIAF3
 CAVAN, John W.....LSEG3
 CAZA, Robert A.....LSCK1
 CHAFE, Charles W.....LSLM1
 CHANDLER, Ralph N.....LSSW1
 CLARK, David W.....LSAW1
 CLARK, Gordon L.....LSAC1
 CLARKSON, Norman.....LSCV1
 COLLINS, Ronald W.....LSLM1
 COMEAU, Joseph W.....LSCK1
 COOK, Charles T.....LSPW1
 CORMIER, Cyril N.....P2CK2
 CORNETT, Maurice.....LSCR1
 CRUDDAS, James J.....LSCR1

D'AMOUR, Arthur G.....LSCK1
 DALEY, Alexander A.....P1MA3
 DAY, Richard T.....LSAO1
 DARWIN, Reginald G.....P2AW2
 DESMANCHES, Maurice J.....LSLM1
 DOAK, Walter E.....LSQM1
 DONCASTER, William A.....P2EM2
 DOUCETTE, Raymond J.....LSOM2
 DRAPER, John D.....LSCS2
 DUCE, Kenneth E.....PIER4
 DUNCAN, Robert J.....LSAR1

ELLIS, Douglas L.....LSAC1
 ELLIS, Reginald C.....LSQR2
 EMERY, Walter E.....P2EM2
 ERICKSON, Charles O.....LSAR1

FAULKNER, Richmond S.....P2EM2
 FLAHERTY, Stanley F.....P2CK2
 FORSYTH, James W.....P2RN3

GARDINER, Joseph R.....P2SW2
 GAUTHIER, Lawrence J.....LSSW1
 GAUTHIER, Robert H.....P2NS2
 GIRARDIN, Harvey H.....LSSW1
 GLAZIER, Kenneth R.....LSCK1
 GNATIUK, William.....P2QM2

HAMILTON, James F.....LSAC1
 HARRIS, Kenneth H.....LSLM2
 HARRIE, Raymond M.....LSCR1
 HASKELL, Norman L.....P2NS2
 HAYNES, Peter L.....LSCR1
 HEDDLE, Raymond C.....LSCK1
 HEFKEY, Robert J.....LSLM2
 HENDRY, Ian G.....LSCK1
 HICKS, Howard G.....P1QR2
 HIGLEY, Francis P.....P2AW2
 HOLBROOK, Richard A.....LSPW1
 HUBLEY, John A.....P2CK2
 HUNTER, Alexander M.....P2CK2

JONCAS, Joseph S.....P2EM2(NQ)
 JOHNSON, George E.....LSBD2
 JOHNSON, Robert A.....P2NS2

KEAN, James E.....LSCR1
 KEMMIS, Kent R.....LSLM1
 KEMP, James A.....LSPW1

LACHAPPELLE, Pierre A.....LSCS2
 LAMB, Donald G.....P2EM2
 LAJOIE, Alexander J.....LSSW1
 LAPLANTE, Donald W.....LSLM2
 LAROCQUE, Hector J.....P2SW2
 LAVIGNE, Charles E.....LSAW1
 LEGG, Donald A.....P2CK2
 LEMIEUX, Daniel J.....LSSW1
 LYNCH, Lawrence K.....LSAW1
 LYNCH, Reginald T.....P1SW3

MANCHIP, John.....LSRP2
 MARSHALL, Matthew J.....P2EM2
 MARTEL, Leo S.....LSCK1
 MAZMANIAN, John L.....P2AF2
 MOODIE, Edwin A.....PIER4
 MOORES, Trevor D.....LSAC1
 MORRES, Clive P.....LSAC1
 MORRISON, Bernard J.....LSCR1
 MUNICH, Karl.....LSSW1
 MacKAY, Kenneth J.....P2TD2
 MacKINTOSH, Kenneth W.....P2EM2
 MacNEILL, Harold J.....LSPW1
 McCARRON, Francis J.....P2MA2
 McDOUGALL, Donald C.....LSQM1
 McLAUGHLIN, Russell P.....P2CK2
 McLEOD, Ronald L.....LSAA1

NIXON, Blair J.....LSSW1
 NOEL, Gerard J.....P2NS2

O'BALL, Andrew P.....P2VS2
 O'GORMAN, James E.....C2PW3

PAGE, Victor G.....LSLM2
 PARADIS, Emilien J.....P2NS2
 PAYNE, Harold B.....LSRN3
 PELLETIER, Joseph W.....PICK2(NQ)
 PERRAULT, Allan E.....LSRN3
 PINEAU, Joseph B.....LSLM1
 POIRIER, Victor M.....P2AF2

RAMBO, Charles.....P2VS2
 REINSENBURG, Donald C.....LSCR1
 RING, Donald E.....P2QM2
 ROLFE, Charles V.....LSAR1

SHAW, Oliver C.....P2NS2
 SHERWOOD, Graham H.....P2AW2
 SIM, John D.....P1MA3
 SINGLETON, Kenneth C.....LSMA1
 SKINNER, Ernest W.....LSCK1
 STEWART, Ronald R.....P2EF3
 STODDART, James G.....P2RS3
 SWICK, James M.....LSVS1

TAYLOR, James A.....P2NS2
 TAYLOR, Malcolm F.....LSMA2
 THIBAUT, Rolland J.....LSCK1
 THOMPSON, Charles W.....LSCK1
 THOMPSON, Douglas A.....LSCK1
 TOLMIE, Donald G.....LSSW1
 TROTTIER, Fernand.....P1ER4
 TUELE, Ronald W.....LSCR1

VANT-HAAFF, John P.....P2VS2
 VINCENT, Peter L.....LSSW1

WALLACE, Howard F.....LSPW1
 WALTERS, Stanley E.....LSLM2
 WATTS, Ronald K.....LSCR1
 WATSON, Edwin B.....LSSE1
 WEBBER, Ronald E.....LSSW1
 WHITE, Karl L.....LSMA1
 WILSON, Carl F.....LSLM1
 WILSON, Thomas A.....P2AR2

R CN (R)

DEMERS, Laurent.....P1ED3
 McCARTHY, Daniel.....LSCV1
 JAMIESON, Stanley.....C1QR1
 GIBB, George.....LSAW1
 COLLINS, John.....ABAW1
 BARAN, Peter.....P2AW2
 MORRISON, Georganne.....WACC1
 EDWARDS, Winifred.....WANR1
 TORNBLOM, Rolf.....P1LR1
 KADASH, Charles.....LSAA1
 BAILLIE, John.....C2CR3
 PARENT, Charles.....LSCR1
 LEWIS, Keith.....ABNFS
 CAMPS, James.....LSRPS
 GALLIER, Edwin.....ABNS1
 PARE, Robert.....LSSW1
 DALGNEAULT, Laurent.....LSAA1
 MASON, Robert.....LSVS1
 OLIVER, Thomas.....P2TA2
 COOPER, Roy D.....LSVS1
 REICHEL, Johann.....P2MA2
 COLLIER, Ronald I.....ABEMS
 ASHBY, William H.....ABCR1
 HEBERT, Clement J.....LSAA1
 NAJAR, Michael.....P2RW2
 FETT, Louis.....C2SH4
 McCROSSEN, Herbert J.....C1QR2
 BRIMBLE, Eric G.....C2QR2
 McCANCE, William J.....AB(NQ)
 KIERSTEAD, Joyce.....WAMA1
 BINKLEY, John A.....LSNF1
 POWELL, Clarke A.....ABEMS
 LETOURNEAU, Paul N.....LSQRS
 WYLIE, Roy M.....LSCV1
 MEIGHEN, Joseph E.....LSRP3
 TUDBALL, Robert J.....P1EM2(NQ)
 HUGHES, Ronald R.....LSTDS
 WEBB, Kenneth G.....LSTDS
 ROSS, John.....C2CR3
 SMITH, Derek H.....C2MM3
 WILSON, Ruth N.....WACC1
 COX, Harry.....LSEMS
 HODSON, Ernest A.....LSTDS
 COLTHORPE, Powell W.....LSLM1
 ESPEY, Jean M.....WLCS2
 McGIRR, Maurine V.....WLCS2
 JUCKES, Audrey M.....WLCS2
 TYO, Joy Lorraine.....WLCS2
 PATTERSON, Doreen N.....WLCS2

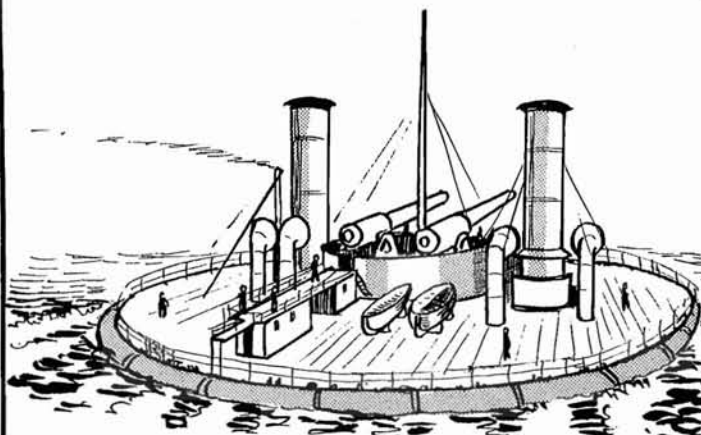
CROSSWORD PUZZLE SOLUTION

W	E	M	T	E	S	P	I	E	S
E	N	V	R	E	O	T	D	I	T
S	L	N	A	R	S	E	N	A	L
O	E	S	S	E	S	E	L	E	S
L	O	M	X	A	E	E	L	E	O
D	E	A	L	E	O	R	N	O	R
P	R	E	P	R	O	K	R	O	K
E	A	L	E	C	A	N	A	P	E
E	N	R	E	N	I	O	N	A	R
K	O	O	K	H	O	O	K	H	O
S	T	E	S	T	S	T	S	T	S

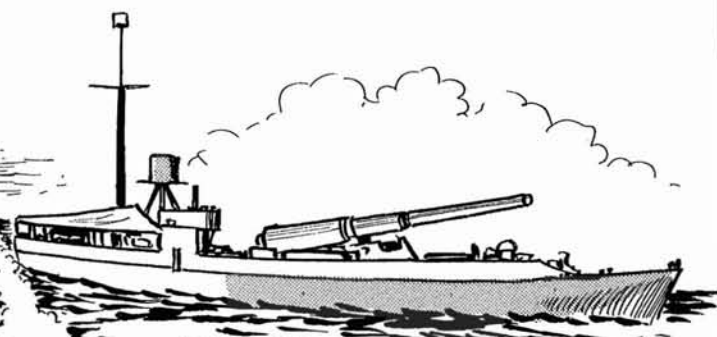
NAVAL LORE CORNER

No. 23

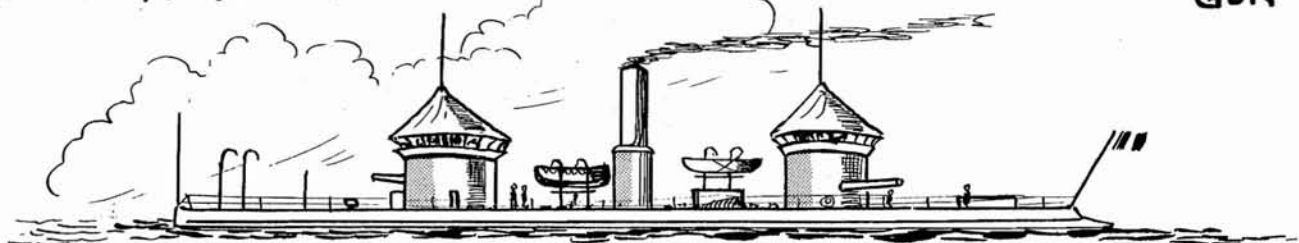
FLOATING BATTERIES



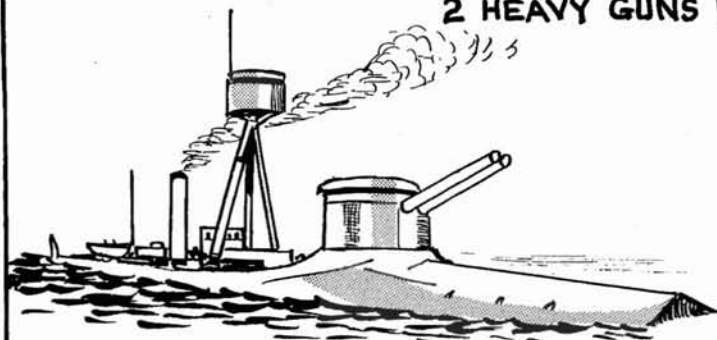
RUSSIAN MONITOR 'NOVGOROD' (1873)
-A CIRCULAR GUN PLATFORM
WITH 2 HEAVY GUNS AMIDSHIPS
AND SIX PROPELLERS ...



ITALIAN 'MONTE GRAPPA
MONTELLO' - 615 TONS,
7 KNOTS (1919).. ONE 15 IN.
GUN

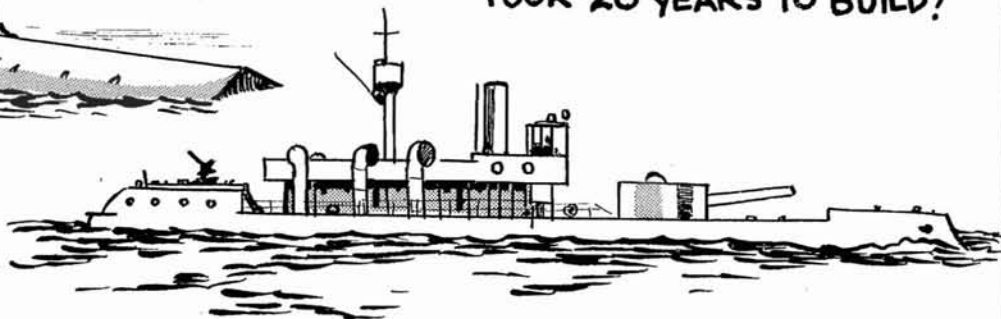


FRENCH MONITOR 'ANONDGER' 1863
2 HEAVY GUNS IN TWIN TURRETS



ITALIAN MONITOR
'FAA DI BRUNO' (1876)
CARRIED 2 15 IN. GUNS.
TOP SPEED WAS
3.3 KNOTS!

BRAZILIAN RIVER MONITOR
'PERNAMBUCO' ...LAID DOWN IN 1890
AND COMPLETED IN 1910 -
TOOK 20 YEARS TO BUILD!

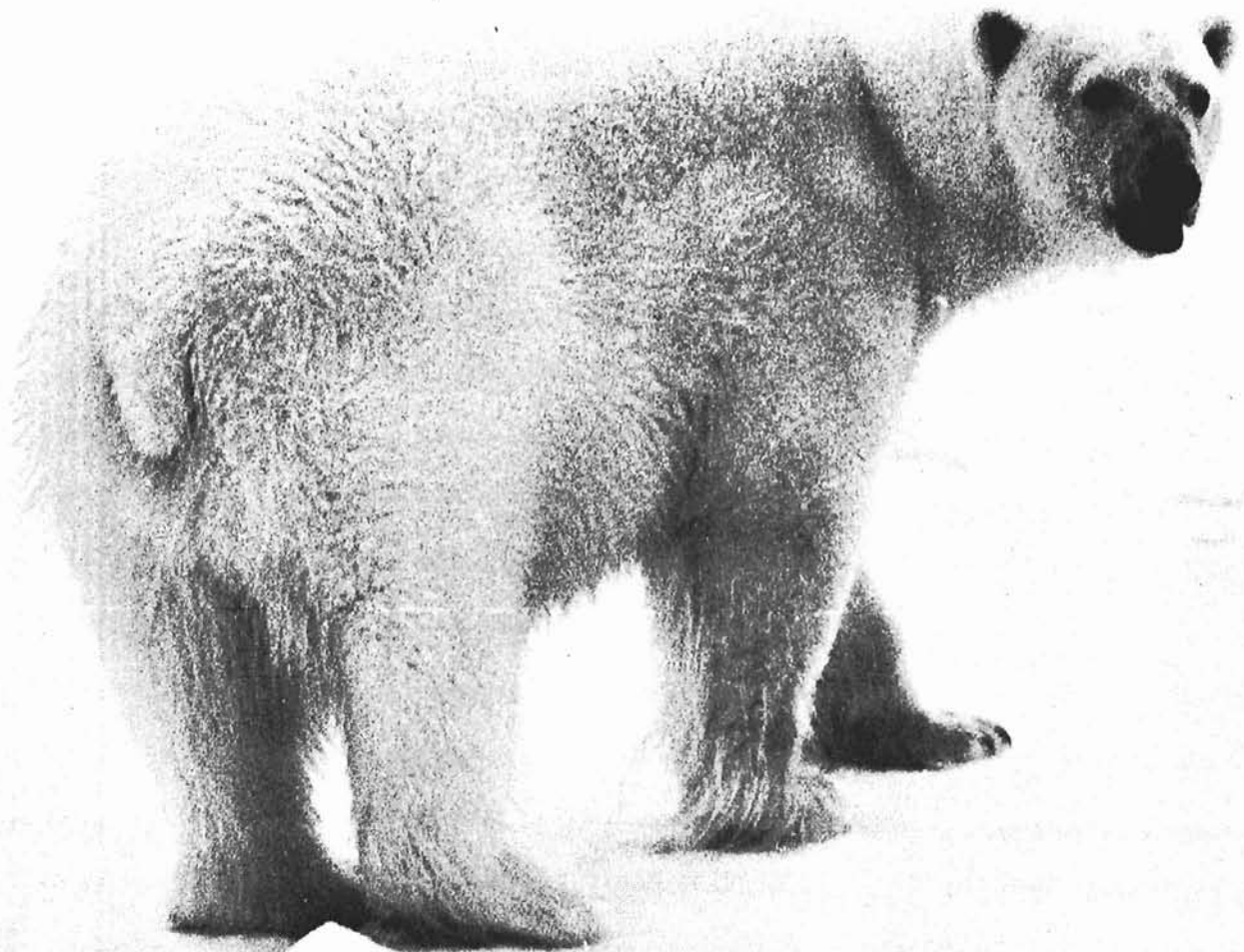




10,100-9-54
Q.P. 209344
N.P. 575-1194

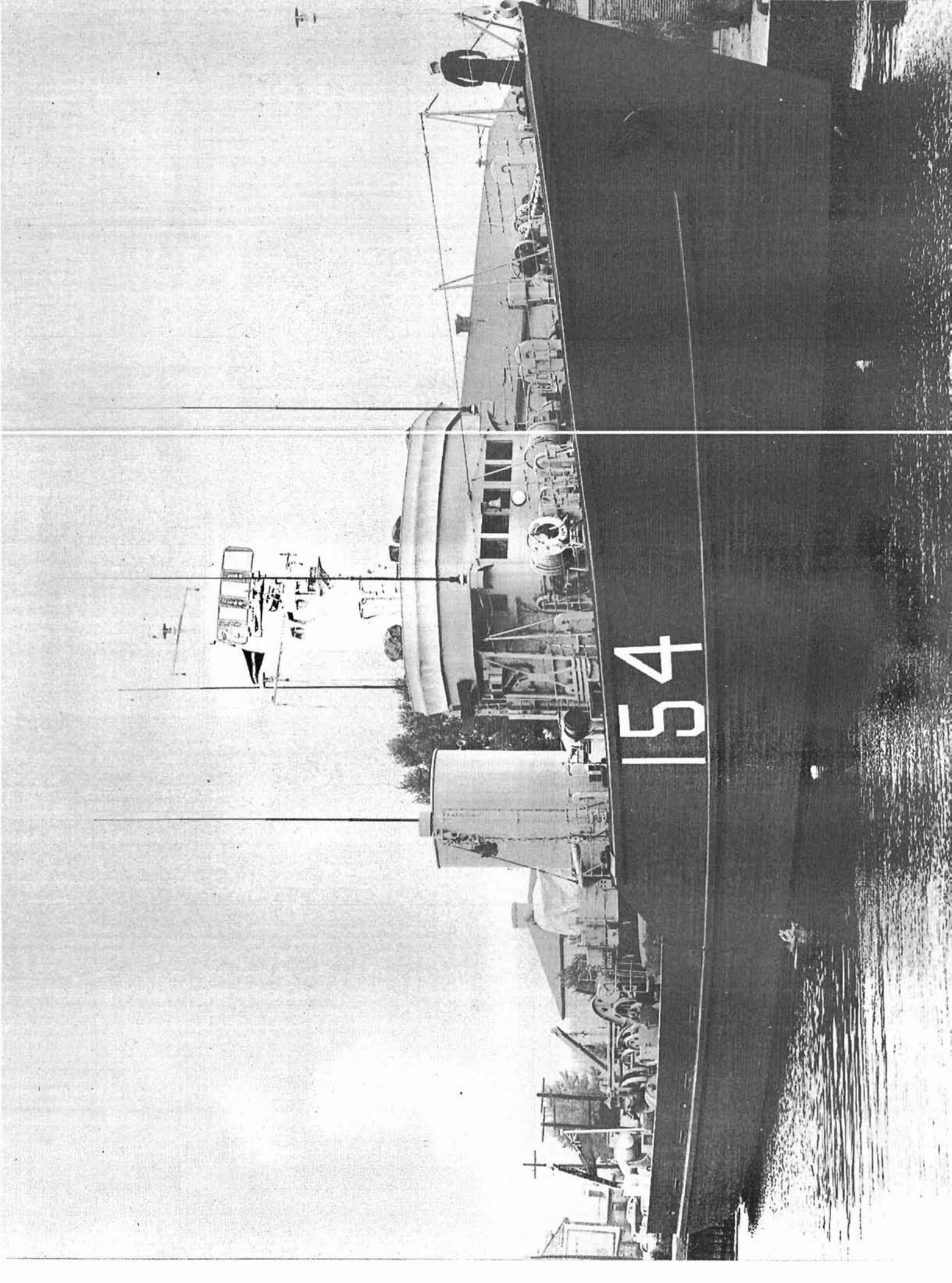
OTTAWA
EDMOND CLOUTIER
Printer to the Queen's Most Excellent Majesty
1954

The CROWSNEST



Vol. 6, No. 12

October, 1954



154

The CROWSNEST

Vol. 6 No. 12

THE ROYAL CANADIAN NAVY'S MAGAZINE

OCTOBER, 1954

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>The Northwest Passage</i>	5
<i>The Mastery of the North</i>	6
<i>Canada Sees Her Navy</i>	7
<i>Officers and Men</i>	10
<i>The Rime of the Bearded Matelot</i>	14
<i>A Visit to a Brittany Graveyard</i>	15
<i>Afloat and Ashore</i>	16
<i>Five Busy Days in Tokyo</i>	21
<i>The Little Grey Schoolhouse</i>	22
<i>Man of the Month</i>	23
<i>The Navy Plays</i>	25
<i>Lower Deck Promotions</i>	28
<i>Naval Lore No. 24</i>	<i>Inside Back Cover</i>

Cover Photo—This resident of Canada's Far North had gazed his full at the Arctic patrol ship *Labrador* and was turning away to the more urgent business of hunting up dinner when this final picture of a series was snapped. The photograph was taken off the shores of Somerset Island by PO C. R. Yool, who enjoyed the double safety of the *Labrador's* decks and a telephoto lens. (LAB-267)

LADY OF THE MONTH

This month's lady is one of the newest additions to the fleet, but already she has a couple of firsts to her credit. HMCS *Resolute* is the first ship of the Royal Canadian Navy to bear the name, which is taken from Resolute Bay on Cornwallis Island, in Canada's far northland, and she was the first warship to be built at Kingston, Ont., since the Second World War.

The *Resolute* was commissioned on a cold, rainy September 16 at the Canada Steamship Lines Terminal following her completion by the Kingston Shipyards Ltd. She sailed two days later for Halifax, and with two firsts already to her credit, it was only fitting that when she arrived at the East Coast she should join the First Canadian Minesweeping Squadron.

The picture on the opposite page shows MCB 154 lying at the Canada Steamship Lines Terminal at Kingston, and was taken about one hour before she became HMCS *Resolute*. (O-7249)

Negative numbers of RCN photographs reproduced in *The Crownsnest* are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Photographic Section, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Sizes, finish and the new National Defence standardized prices, follow:

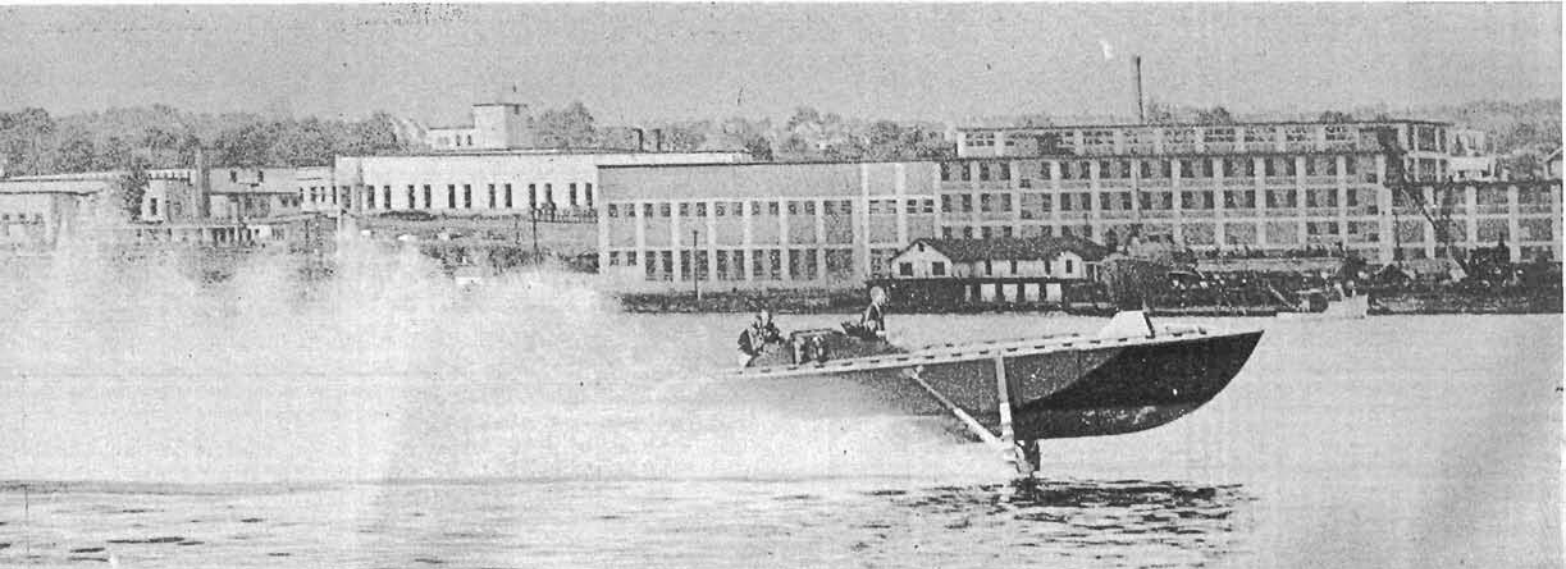
4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

SUBSCRIPTION RATE

The *Crownsnest* may be subscribed for at the rate of \$1 for 12 issues.

Persons desirous of receiving their own private copies by mail should send their orders, accompanied by cheque or money order made out to the Receiver General of Canada, to:—

THE QUEEN'S PRINTER,
75 St. Patrick Street,
Ottawa, Ont.



RCN NEWS REVIEW

The Naval Research Establishment's hydrofoil craft, the *Missiwappi*, during her first public appearance on Navy Day in Halifax.

'Sweepers Turned Over to France

The Canadian-built coastal mine-sweepers *Chaleur* and *Miramichi* were formally transferred to France on October 9 at a brief ceremony at Halifax. The ships were the last of six to be turned over to France by Canada under the Mutual Aid Agreement of the North Atlantic Treaty Organization. The first four, HMC ships *Fundy*, *Cowichan*, *Thunder* and *Chignecto*, were transferred last April.

Attending the October 9 ceremony were Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, and Jean Lapierre, the French Consul at Halifax. Cdr. H. Bruce Carnall, commander of the First Canadian Mine-sweeping Squadron, officiated at the ceremony, together with Capitaine de Corvette Pierre Topp, the senior French naval officer present.

The *Chaleur*, built at Port Arthur and commissioned into the Royal Canadian Navy last June, has been renamed *La Dieppoise*, and the *Miramichi*, built at Saint John and commissioned in July has been renamed *La Lorientaise*.

Three Ships Go To West Coast

The frigate HMCS *Jonquiere*, which commissioned at Lauzon on September 20, sailed for the West Coast on October 2 in company with the coastal escorts *Digby* and *Brockville*.

The ships, travelling by way of the Panama Canal, are calling at Nassau, Kingston, Bermuda; Colon, Balboa, Acapulco and Long Beach en route. The *Digby* and *Brockville* paid a brief call at Manzanilla for fuel.

The ships are due at Esquimalt in early November. All three will be employed by the Flag Officer Pacific Coast.

Haida on Second Circuit of Globe

HMCS *Haida*, heading homeward after her second tour of duty in the Far East, was scheduled to arrive at Halifax on November 1.

The destroyer escort, under command of Lt.-Cdr. Mark W. Mayo, left Hong

Kong September 23, travelling via Singapore, Colombo, Aden, Port Said, Athens, Gibraltar and the Azores. It is the second time that the *Haida* has circled the globe.

As in her first trip to the Korean theatre, the ship travelled to Japan via Panama Canal and the Pacific, returning by way of the Mediterranean. Captain John A. Charles, who took the destroyer escort to the Far East, relinquished command at Hong Kong just before the ship headed homeward, to take up his new appointment as Commandant at Royal Roads.

Iroquois Rescues Korean Fisherman

On the morning of August 27, as HMCS *Iroquois* was steaming for the operational area on her first Korean patrol of her present tour, an object was sighted in the distant waters and decision was made to investigate.

As the ship drew closer, the object was seen to be a man waving frantically on a wooden raft which turned out to be the remains of a fishing junk sunk in a storm the previous night and the raft's occupant was the sole survivor.

He was brought on board the *Iroquois* and hospitalized in sick bay, suffering from exposure and pneumonia. He remained on board the ship for seven days and was then landed on Yongpyong-Do for transportation to his home near Incheon.

Before he left, a collection of clothing and a gift of money donated by the ship's company, amounting to \$52, were presented to him. When converted to Korean "hwan", the \$52 was a formidable bundle of banknotes, sufficient to maintain a family of three for over a month.

Although he could speak no English his expressions of appreciation did not leave any doubt in the minds of the ship's company that he was indeed grateful for his treatment aboard the *Iroquois*.

UNTD Ceremony Held at Stadacona

Two hundred and seventy-five University Naval Training Division cadets from across Canada concluded their summer training activities in a colourful passing-out ceremony at *Stadacona*.

Following an inspection of the Cadet's smartly turned-out guard of honour, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, presented awards for outstanding achievement during the year to three of the future officers.

Cadet Captain Darrach N. McGillivray, of St. John's Nfld., was awarded a sword as best third-year executive branch cadet, and Cadet Captain Bruce Waterfield, of Halifax, a telescope as the best all-round third-year cadet from any branch. Cadet Jean Coulombe, of Quebec City, received a midshipman's dirk as the best all-round cadet in the first year.

The two cadet captains have finished their final year, and Cadet McGillivray started taking his midshipman's training with the RCN in September.

Admiral Bidwell addressed the cadets, expressing his pleasure at the appearance of the parade, and the guard in particular. He went on to point out the vital necessity for men with training as naval officers in the event of an outbreak of hostilities, and urged those present to keep in contact with the Navy and to keep abreast of the changes in naval procedure, even if they did not plan to make the Navy their permanent career.

The parade, led by the guard and the *Stadacona* band, marched past the reviewing stand, with Admiral Bidwell taking the salute, marking the end of another season of UNTD training in the Atlantic Command.

In accordance with a new policy, most of the men who come to *Stadacona* are first-year students, and most seniors go to HMCS *Naden*, in Esquimalt.

New 'Sweeper Commissioned

HMCS *Resolute* became the 12th coastal minesweeper to be completed by Canadian shipyards under the current shipbuilding program when she was commissioned at Kingston on September 16. The ship was built by the Kingston Shipyards Ltd., and launched in June 1953. She is the first ship in the RCN to bear the name, and is called after *Resolute Bay* on Cornwallis Island in Canada's Far North.



The RCN Safe Flying Trophy, a shield contributed by the Supply Officers of the RCN for annual award in the interest of improved flying safety records, was presented for the third time since its inception in 1948. The winner of the Shield for 1953 was VF-871 Squadron of the 30th Carrier Air Group. The Sea Fury fighter squadron, then commanded by Lieutenant Commander (P) Michael Wasteneys, was credited with the greatest improvement in flying safety for last year. Above, Commodore (S) R. A. Wright, Supply Officer-in-Chief, Naval Headquarters, Ottawa, made the presentation at the Naval Air Station to the Squadron's new commanding officer, Lieutenant Commander (P) J. W. Logan. (DNS-12378)

Among those attending the ceremony at the Canada Steamship Lines Terminal were Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast; Captain (L) John Deane, Assistant Chief of Naval Technical Services (Ships); Mrs. T. R. McLagan, sponsor of the

ship, Mayor George C. Wright, of Kingston, and W. R. Sutton, general manager of the shipyards.

A number of gifts were presented to ship's company before the commissioning, including a silver tray by Mr. McLagan, tankards by Mr. Sutton, on behalf of the shipyard, and a television set by Mayor Wright on behalf of the city of Kingston, which has adopted the vessel.

The 'sweeper has joined the First Canadian Minesweeping Squadron and is under the command of Lt.-Cdr. J. L. Panabaker.

1,500 Assemble To Greet Crusader

The band of HMCS *Ontario* struck up "Happy Days Are Here Again" as the destroyer-escort *Crusader*, returning from her second tour of duty in Korean waters, came alongside in HMC Dockyard, Esquimalt, at 1400 September 3.

An enthusiastic and happy crowd of approximately 1,500 relatives and friends was on hand to greet Cdr. W. H. Willson and his crew after their ten-and-one-half month absence from their home base.

Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, took the salute as the homecoming warship passed Duntze Head at the entrance to Esquimalt Harbour and was the first person on board after the ship secured. His brief welcome was a prelude to scores of other



When Ord. Seadog Digger is ordered to show a leg, he has double the choice of the rest of his shipmates. Mascot of the coastal escort *Digby*, based at Hamilton for RCN(R) summer training, *Digger* is shown responding reluctantly to the call of AB Eldon Richard, quartermaster. (COND-1051)

happy greetings as the sailors swarmed ashore to embrace loved ones and to lavish upon them the gifts and souvenirs brought back from the Far East.

"Maggie" Goes To West Coast

HMCS *Magnificent* entered the Pacific Ocean early in October after becoming the second Canadian warship of her dimensions to travel through the Panama Canal. After four-day calls at San Diego and San Francisco, the ship headed for Esquimalt and a six-day visit.

She was to pay a five-day call at Vancouver in November before heading homeward. The carrier is conducting extensive flying operations en route.

The West Coast frigate *Stettler* joined the *Magnificent* at the Panama Canal zone and acted as plane guard for the carrier on the trip up the Pacific Coast.

The aircraft carrier *Warrior*, predecessor of the "Maggie" made a similar voyage in the winter of 1946-47.

HMCS Loon First of Class

The first of eight new inner patrol vessels for the Royal Canadian Navy, HMCS *Loon*, was launched October 4 at the Taylor Boat Works, Toronto. The vessel was sponsored by Mrs. Henry N. Bonnell, wife of Commander (E) Bonnell, the principal naval overseer for the Toronto area. Commodore K. F. Adams, Commanding Officer Naval Divisions, represented the Naval Board at the launching ceremony.

While the Labrador was undergoing trials in the St. Lawrence River, men under training at HMCS D'Iberville, the RCN's training establishment in Quebec City, had a chance to visit the new Arctic patrol vessel. PO P. E. Thomas is indicating features of interest to (left to right): Ordinary Seaman L. Larivière, Claude Parent, Denis Binet, Norman Leduc, Claude Laporte, Norman Parenteau, Emilien Cyr, Roland Lanouette and Donald Lalonde. (LAB-40)

Basic Training Pays—So Does Dad

Basic training pays and pays (and sometimes costs a little, too).

The truth and profundity of this statement is borne out by a letter received from a proud father, who learned of his son's skill behind a gun while scanning the August "Crow-nest".

The writer had reason to expect his son to absorb some of the fundamentals of seamanship, since he is Captain T. C. Anderson, OBE, master of the motor vessel *Canadian Challenger*, of Montreal. What puzzled him was the origin of the expert marksmanship—until he thought back to the early stages of his son's career. The letter explains all:

"It was with some interest that I noted the efficiency of marksmanship attained by the A/A guns in HMCS *Haida*, as reported in your August issue, and particularly the reference to PO Hugh Anderson's ability as director of one of the guns.

"It is with some satisfaction that I now realize that his basic training in breaking windows, electric light globes, as well as the killing of our various neighbours' chickens, for all of which I eventually paid, is now showing such good results."

The *Loon*, like her seven sister ships now building in Canadian shipyards, will be employed for patrolling harbor defences.

The vessels, all of which are named for birds common to Canada, have a displacement of 65 tons, are 92 feet in length and have a beam of 17 feet. They are propelled by 600 hp diesel engines capable of developing a top speed of 14

knots. Constructed primarily of wood and aluminum, the vessels will have a complement of two officers and 19 men.

The *Loon* will commission following her completion next spring.

Defence College Members on Tour

Seventeen members of the Imperial Defence College paid a brief visit to Halifax in late August.

The touring group arrived at HMCS *Shearwater*, the naval air station, in a Royal Canadian Air Force aircraft. That evening, they were entertained at a buffet supper at Admiralty House.

The following day the group visited the Imperial Oil installations near Dartmouth and later continued on to *Shearwater* for lunch, after which they departed by RCAF plane for Quebec City.

Sheffield Pays Visit to Halifax

HMS *Sheffield*, flagship of the Royal Navy's Commander-in-Chief, America and West Indies Squadron, paid a courtesy call to Halifax from August 27 to 31.

The *Sheffield*, which visited Halifax in 1947, 1952, and again in 1953, wore the Flag of Vice-Admiral John F. Stevens, CB, CBE, former Flag Officer-in-Command of the Home Fleet Training Squadron.

The 9,000-ton cruiser is commanded by Commodore Keith McNeil Campbell-Walter, and carries a crew of about 800 officers and men, including Royal Marines.



The Northwest Passage

WE ARE AN unemotional people or the bells would have rung and the sirens sounded when the 6,500-ton HMCS *Labrador* reached the Alaskan tip of the continent and completed the Northwest Passage from Atlantic to Pacific over the top of our continent.

The Northwest Passage! For 500 years a lure as powerful as the promise of treasure and the isles of paradise, a passage leading to lands where dwelt unicorns and a sailor could pick gems by the handful.

In 1576 Frobisher was in the Eastern Arctic, searching for it, and a century later the Hudson's Bay Co. began to make good its promise to seek the Passage.

In 1719 there went out the expedition of Captain James Knight, instructed by the company to "find out the Strait of Anian (believed to be between Asia and America) in order to discover gold and other valuable commodities to the Northwest". Not a man returned. They died on bleak Marble Island, some from exposure and hunger, some at the hands of the Eskimos.

Many more were to die, Franklin and his hundred companions among them.

Exactly 100 years ago Captain McClure and some of his crew made the Passage, part of the way by foot and sled after abandoning their icebound ship north of Banks Island.

Amundsen slowly made his way through more southerly channels in the 46-ton *Gjoa*, spending three winters in the Arctic and in 1906 being the first to complete the Passage by sea. Unrecognized was Major

Burwash's later defeat of ice barriers in a cruise the Ottawa man made from Coronation Gulf to Chesterfield Inlet in an open boat.

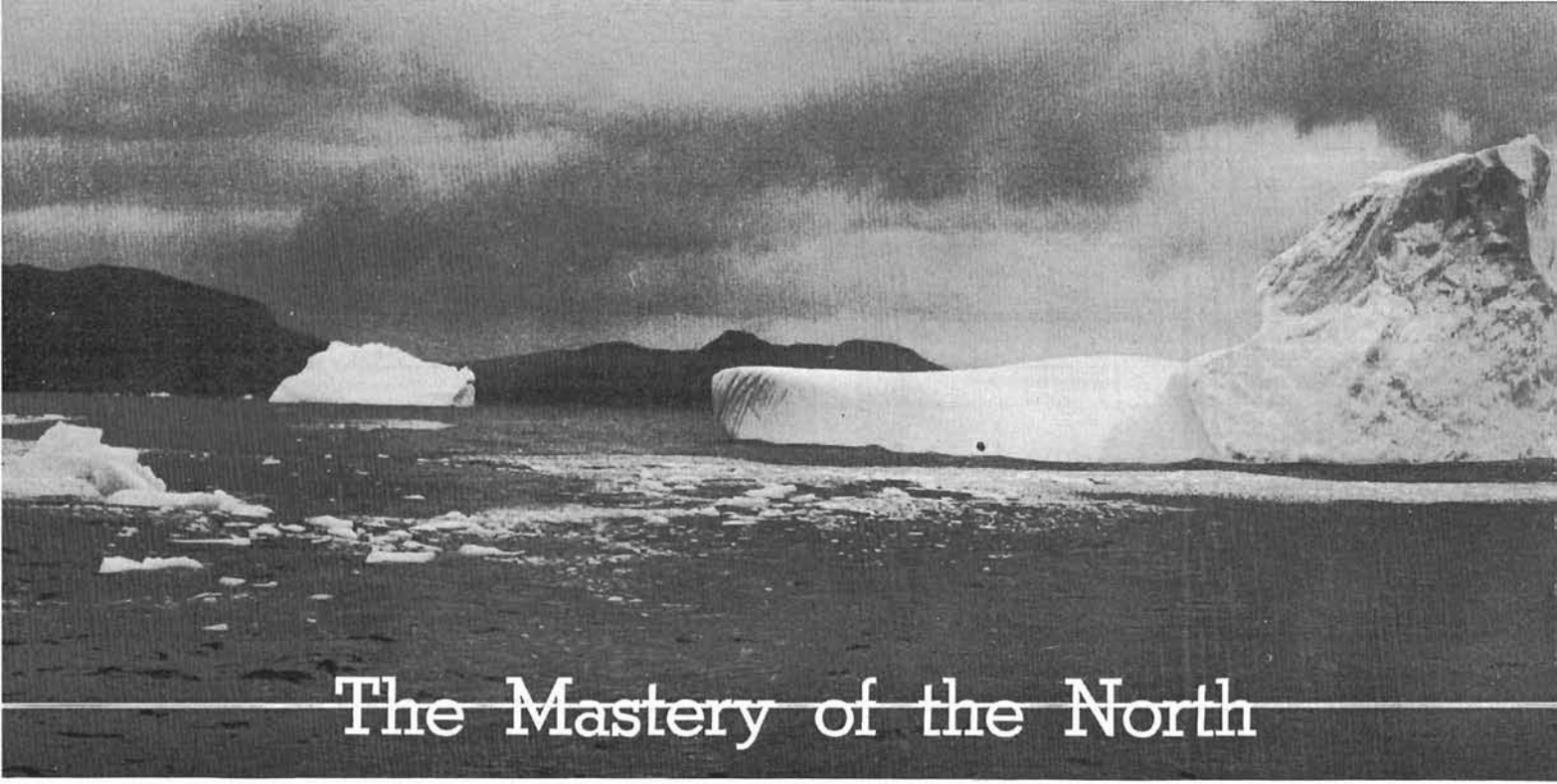
In 1937 HBC ships from the East and West met in Bellot Strait and in 1940-42 the 80-ton RCMP *St. Roch* made her way from Vancouver to Sydney, N.S. and in 1944 from Dartmouth, N.S., to Vancouver.

The *St. Roch* and the stout ships which went before her blazed the trail, but what has now been achieved is the crossing of the North by a ship of war capable of carrying substantial numbers of men and a small mountain of supplies. The *St. Roch*, which took years to make the west-to-east crossing with patrol duties as well as ice delaying her, had nothing of the power of the *Labrador*, 80 times her weight, to punch through ice. And not only strength and power, for the *Labrador's* successful voyage was assisted by the helicopters which flew ahead tracing the easiest channels through the ice.

Canada thus demonstrates her capacity to deal with the problems of northern navigation. It does not follow that there will ever be a commercial shipping route in the Far North or that the *Labrador* can guarantee she will make good time from Atlantic to Pacific every summer, but where she has been others will confidently follow.

Among those who cheer the *Labrador's* accomplishment we may imagine there are the spirits of a goodly company of brave men who dared the angry sea and the encircling ice to find the Passage, and who, in their day and generation, were denied the victory that is Canada's today.

An editorial in the Ottawa Journal,
September 24, 1954



The Mastery of the North

THE Royal Canadian Navy's Arctic patrol ship HMCS *Labrador* has become the world's first warship to navigate the Northwest Passage.

The 6,500-ton vessel arrived at Esquimalt on September 27, sixty-six days and over 10,000 miles after leaving her home port of Halifax.

Emphasizing Canada's growing interest in the North, the ship entered far northern waters via the Atlantic Ocean late in July, to assist in resupplying Canadian government outposts and to conduct important survey work. She made a rendezvous near the western entrance of the Northwest Passage with two United States icebreakers, the *Burton Island* and *Northwind*, which entered the area from the Pacific. The *Labrador* accompanied the U.S. vessels when they returned to the Pacific in September.

Captain O. C. S. Robertson, of Montreal, commanding officer of the *Labrador*, dined the commanding officer of the *Burton Island* and some of his officers shortly after the ships met off the southern end of Melville Island, about 900 miles south of the North Pole. This marked the first occasion in history that naval vessels entering northern waters from the Pacific met one from the Atlantic.

Many obstacles faced the *Labrador* before she completed the Northwest Passage, once believed to be mythical. The ship encountered heavy ice conditions in Viscount Melville Sound, and faced navigational hazards along the north coast of Alaska, where shallow water and heavy ice make navigation difficult.

The *Labrador* and the two U.S. icebreakers travelled slowly westward af-

ter the rendezvous carrying out surveys en route. They entered the Beaufort Sea in the Arctic Ocean via Prince of Wales Strait and continued on to Point Barrow and Icy Cape via the north coast of Alaska, thence southward through Bering Strait and the Bering Sea into the Pacific Ocean.

The *Labrador* increased speed as she travelled southward through the Bering Sea when a crew member, CPO Colin MacArthur, of Montreal, became seriously ill with pneumonia and complications, and arrived at Esquimalt four days ahead of schedule. He died in *Naden* hospital October 8.

The decision to attempt the passage was made late in August on the advice of Captain Robertson and then she began her westward trip on August 23 from Resolute Bay on Cornwallis Island. She had been held up for two days while she freed the motor vessel *Monte Carlo*, which had been icebound about 950 miles south of the North Pole. The United States vessel was on an expedition for the American Museum of Natural History.

Carrying a complement of 230 officers and men and a team of scientists,

Crossword Crossed Up

Last month's Crowsnest Crossword was tough enough, without any typographical hazards. However, such did occur and, for those who are wondering what happened, two of the horizontal definitions should have read as follows:

30. *Of no practical value.*

32. *New England State (abbreviated).*

Another crossword puzzle by "J.G.M." has been lined up for the November issue.

the *Labrador* left Halifax on July 23 for her first trip to the Arctic.

During the voyage the ship conducted a series of hydrographic, current and oceanographic surveys in various far northern areas. She landed a survey party at Resolute early in August; surveyed Lancaster Sound; carried an Eskimo family and supplies from Craig Harbor to an RCMP outpost at Alexandra Fiord on Ellesmere Island; returned to the Resolute area to conduct further surveys and to rendezvous with the Canadian government vessels *D'Iberville*, *C. D. Howe*, and *N. B. McLean*, which were on their annual trips to Canadian Arctic outposts.

In mid-August the *Labrador* visited Erebus Bay, on the south-west tip of Devon Island, and entered the bay using a chart made by Commander (later Vice-Admiral) W. J. S. Pullen, RN, when he wintered there 100 years ago. He was a great-uncle of Rear-Admiral H. F. Pullen, present Chief of Naval Personnel and Commander T. C. Pullen, who is also serving at Naval Headquarters.

Commander W. J. S. Pullen was commanding officer of the supply ship HMS *North Star*, part of a naval force that carried out an unsuccessful search for Sir John Franklin, whose expedition to the Resolute area disappeared around 1850.

The *Labrador's* first trip to the Canadian Arctic marks a new phase in Canadian naval operations—Arctic survey and research—and emphasizes Canada's growing interest in her important northern territories.

The *Labrador* is returning to Halifax by way of the Panama Canal.

Canada Sees Her Navy

Royal Visitors, Citizens
View Progress
of RCN

AT THE CNE

CLOSE to half a million people streamed into the Armed Forces Display at the 1954 Canadian National Exhibition during the two-week period of this great annual Canadian event.

An actual count at the Armed Forces Display entrances logged in a total of 451,392 visitors. On Labour Day alone, over 70,000 inspected the various displays of the Navy, Army and Air Force.

True to tradition, the three services came up with a bigger and better display. The Navy presented in animated form its growth both in ships and manpower. A special display showed how the action team in a ship goes to work and an improvised attack teacher demonstrated the way in which an enemy submarine is located and destroyed. A full section was devoted to the RCN(R).

Probably the greatest crowd pleaser of the Navy section was the King Neptune Quiz in which the public was invited to participate. Those answering the majority of questions correctly—

their accuracy signalled by the lighting up of King Neptune's eyes—received a special diploma honouring them as "Potential Nautical Genius 1st Class (Landsman Division)".

The Canadian Army presented an interesting and varied exhibit featuring their soldier apprentices and the work of Army communications. Young soldier apprentices appeared in person, turning out a variety of implements on the many lathes and machine tools at the display.

The Royal Canadian Air Force section also attracted large crowds, and among the many features there was a cut-away Orenda jet engine, and a display showing the operations of aircraft controls and the fuel systems in modern aircraft.

For the younger generation the cockpit of an Expeditor aircraft was available, appropriately labelled, "Make this cockpit your office". By the hundreds, the kids awaited their turn to sit at the controls for a few minutes . . . and they loved it.



Admiral of the Fleet, His Royal Highness the Duke of Edinburgh, takes the salute as 1,300 officers, men and Wrens of the Pacific Command march past at the conclusion of ceremonies marking the Royal visit to Esquimalt on August 2. With His Highness on the dais is Rear Admiral J. C. Hibbard, Flag Officer Pacific Coast. (E-28053)

In the centre of the main display area the Navy presented a 40-foot model of the new HMCS *St. Laurent*, one of the destroyer escorts soon to be in service with the fleet. The Army displayed a 155mm long-range gun and the RCAF, a Chipmunk training aircraft. In an area adjacent to the main display the RCAF also showed a CF-100 Canuck, all-weather jet fighter.

Movies of the three services played to large crowds daily in the Armed Forces theatre. "Sailors of the Queen", the Navy's film depicting the RCN's Coronation Squadron had its first showing there, and the Army showed for the first time its new film, "The Way to a Fine Future", showing the training and activities of the soldier apprentices. A Shell Oil film, "Powered Flight" was an RCAF feature at the theatre.

A display showing Canada's contribution to NATO, a BCA section and an ROTP exhibit were among the many other attractions for the visitors.

On opening day the Armed Forces were honoured by a visit to their display by Her Royal Highness the Duchess of Kent, and her daughter, Princess Alexandra. The Royal visitors expressed keen interest in the activities of the three services.

A third distinguished visitor to tour the area was the Hon. Ralph Campney, Minister of National Defence, accompanied by Mrs. Campney. Senior offi-



The Armed Forces Display at the 1954 CNE was honoured by a visit from HRH The Duchess of Kent and her daughter, Princess Alexandra. Captain William Strange, Director of Naval Information and Chairman of the Armed Forces Committee responsible for the display, is shown above (centre) introducing Their Royal Highnesses to the administrative officers of the Armed Forces Display

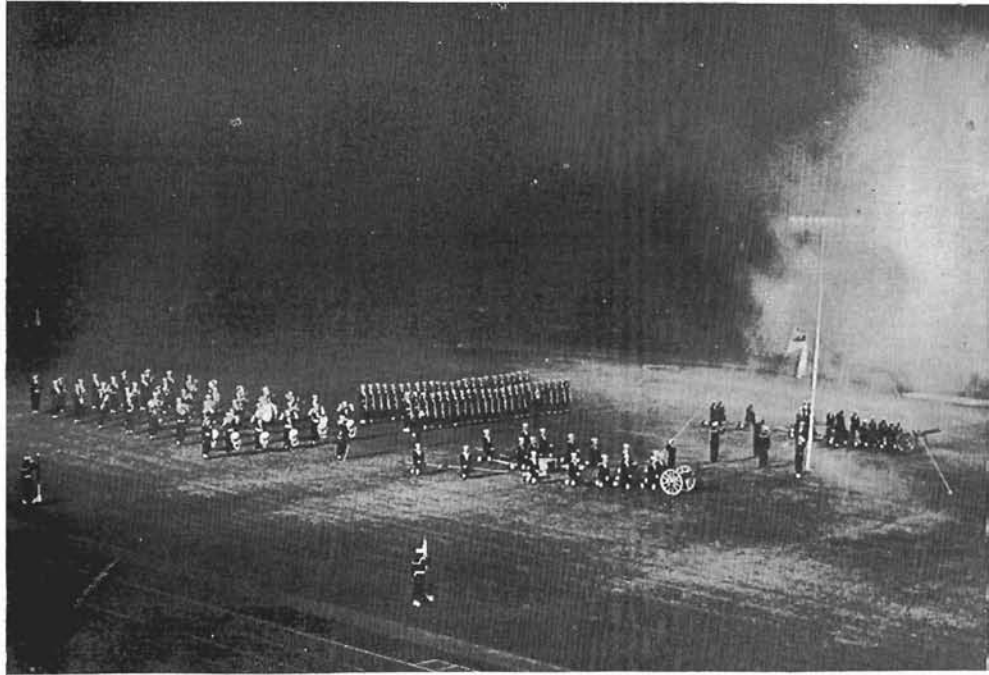
cers of the three services also saw the display during the course of the Exhibition.

A special tri-service committee under the chairmanship of Captain William Strange, Director of Naval Information, organized the Armed Forces Display and all construction was again carried out by the Canadian Government Exhibition Commission. Lt.-Col. L. R. Crue, from Central Command, was Officer-in-Charge of the Armed Forces Display, and his principal assisting officers were Lt.-Cdr. (SB) C. T. McNair, Squadron Leader H. M. Miller, RCAF, and Capt. A. W. Acland, of the Army.—C.T.

THE EMPIRE GAMES

DESPITE the heavy commitments of the normal summer training program, officers and men of the Pacific Command found time to train for, and take part in, a number of "extra-curricular" activities between June and September.

Foremost, of course, was the visit to the command of Admiral of the Fleet, His Royal Highness the Duke of Edinburgh. The Royal visitor inspected the ship's company of HMCS *Naden*, took passage in the new minesweeper *Comox*, visited HMC Dockyard, Esquimalt, and travelled in the cruiser *Ontario* between the northern Vancouver Island village of Port Hardy and Kemano, site of the power development for the big Aluminium Company of Canada plant on the B.C. mainland.



The Navy's traditional Sunset Ceremony, performed by a guard and the band from HMCS *Naden*, at Esquimalt, was a fitting conclusion to the two-hour Military Tattoo which was part of the opening ceremonies of the British Empire and Commonwealth Games in Vancouver this summer. Here, the White Ensign is being lowered as the band plays the orchestrated "Sunset" and the guard stands rigidly at the "Present". This ceremony also was presented nightly at the Pacific National Exhibition, held later in Vancouver. (E-28122)

Prior to the visit of His Royal Highness, officers and men of the Pacific Command took part in a giant Military Tattoo which was part of the impressive opening ceremonies of the 1954 British Empire and Commonwealth Games in Vancouver.

The Navy provided the *Naden* band, its share of the personnel of the smart tri-service guard of honour, and the guard and guns' crews for the Sunset

Ceremony and an exciting field-gun run. Three other bands, representing units of the Canadian Army and the Royal Canadian Air Force, and a trick-riding team of the Royal Canadian Corps of Signals also took part in the display.

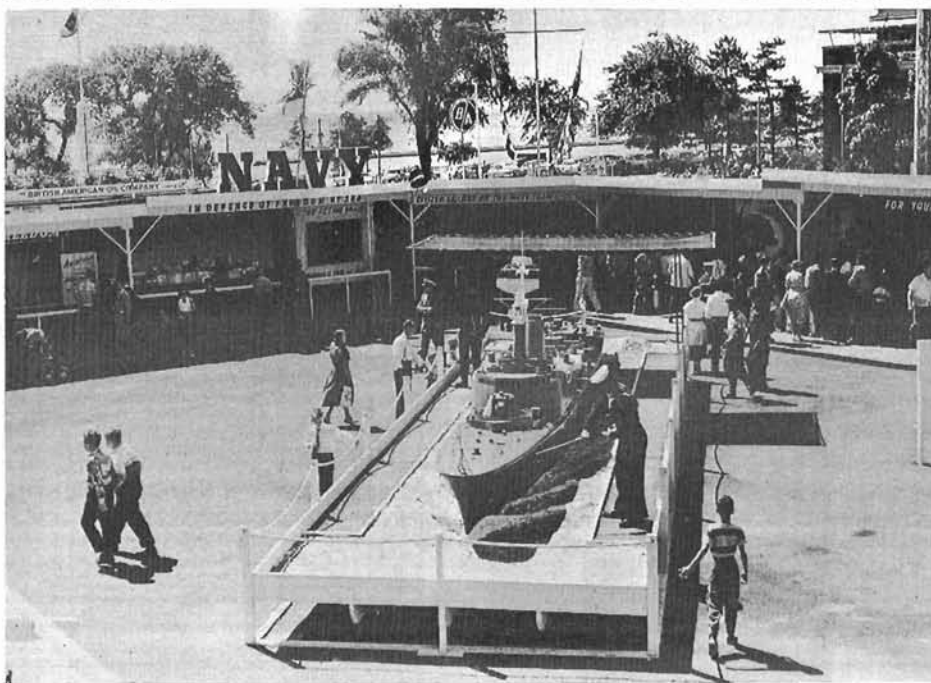
Navy Day, held in August, attracted its usual thousands of interested visitors. Opening with a ship parade past the city's waterfront, Navy Day offered a wide variety of events depicting life and work in the RCN.

Final commitment of the summer was participation in Vancouver's increasingly-important Pacific National Exhibition. This year, however, the three services' exhibit was on a reduced scale, the majority of the financial allotment for the display going into the construction of a permanent site.

Inclement weather held up finishing touches on the new site, but enough had been completed by opening day to permit an interesting exhibit and to show the large number of visitors the groundwork of an attractive and modern display in future.

That the traditional smartness and efficiency of the Royal Canadian Navy was upheld to a marked degree in these various enterprises is due in large measure to Lieut.-Cdr. John Husher and his staff at the Gunnery Training Centre in *Naden*.

Overall co-ordination of the military participation in the opening ceremonies for the Games came under Rear-Admiral J. C. Hibbard. Responsibility for the training of all navy, army and air force personnel taking part fell mainly



One of the Navy's feature attractions at the 1954 CNE was the display of a 40-foot model of HMCS *St. Laurent*, the destroyer escort now being completed at Canadian Vickers in Montreal. The model was constructed by the Canadian Government Exhibition Commission in Ottawa and transported to the CNE grounds where it is shown above steaming through a plaster sea.

to Naden's gunnery department. The parade ground staff, under Lieut. K. D. Lewis, worked for two hectic weeks to standardize timing and movements.

A similarly short period of time was available to Lieut.-Cdr. Harry Cuthbert, Director of Music for the Royal Canadian Navy, whose task was to mould four separate service bands into one efficient organization capable of carrying out without a hitch some of the most intricate manoeuvres in the drill book.

Equally faultless were the Navy's performances during the visit of the Duke of Edinburgh and at the Pacific National Exhibition later in the summer. During the PNE the famed RCN Sunset Ceremony was witnessed nightly by capacity audiences, estimated to total approximately 75,000 persons.

NAVY DAY—WEST

THE WEST COAST'S annual Navy Day on August 11, brought a festive atmosphere to HMCS *Naden*.

The big day started at 1030, with fleet units of the RCN, accompanied by visiting USN ships, sailing past Beacon Hill Park, Victoria, in line ahead formation. Led by HMCS *Ontario*, the flotilla, consisting of HMC Ships *New Glasgow*, *Stettler*, *Sault Ste. Marie*, *Comox*, and *James Bay* and the US destroyer escorts *Brannon* and *Rombach*, steamed past an estimated crowd of 8,000.

Onlookers on Jetty Four and on board the Algerine escorts *Portage* and *Wallaceburg*, had ring-side seats to watch a frogman demolition team destroy a model of an aircraft carrier moored almost at their feet. Few saw the actual setting of the charge as the frogmen slipped silently under the model, carried out their work and were gone. The model carrier literally "blew her top" when the charge went off.

In the afternoon, some 9,000 visitors toured RCN ships tied up at HMC Dockyard, including the *Ontario*, which had rigged a miniature merry-go-round on her forecastle, for the crowd of children which swarmed over her decks. *Naden* and the Dockyard provided many attractions for the visitors, including an Avenger aircraft, set up on the parade square, a Sea Cadet band concert, precision drills of a Wren squad, a field-gun competition, and a deep-sea diving demonstration at the base swimming pool.

For the historically-minded, the Naval Maritime Museum, although still not officially opened, allowed visitors to view some of B.C.'s early naval history, including outdated naval uniforms, and old ship's fittings. Another popular attraction was a demonstration of frogman techniques, which featured underwater demolition of a model aircraft carrier.

Navy Day closed with a sunset ceremony performed by officers and men of *Naden* in front of the Legislative Buildings, in Victoria, before a crowd of over 6,000 citizens.

NAVY DAY—EAST

NAVY DAY in the Atlantic Command, while perhaps not the most ambitious program ever undertaken, was certainly its most successful.

The day was hampered at the outset by a driving rain, which stopped long

enough for orders to be issued to carry out the parade through Halifax and then started again with redoubled vigour.

The parade, however, drew hundreds of people who watched from the shelter of store awnings, doorways and from inside their cars along the route as the 1,500 officers and men of the Royal Canadian Navy and U.S. Carrier Division 14, marched smartly in the down-pour.

Four bands led the parade under these difficult conditions, but it was felt the tuba players fared the worst.

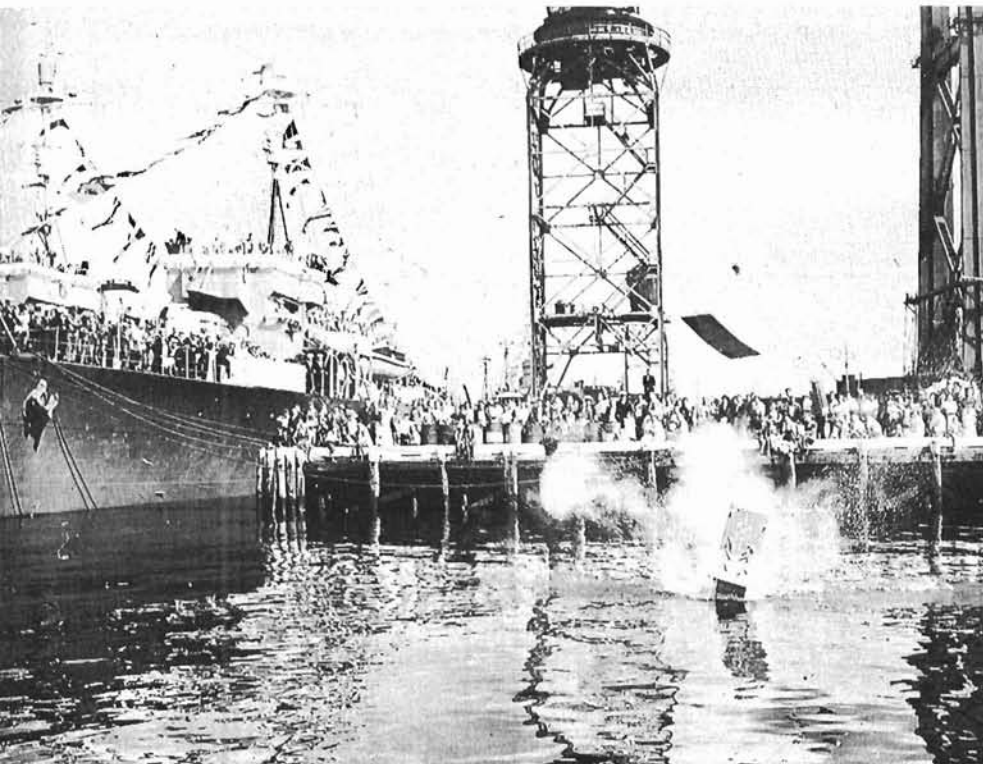
The salute was taken from a dais near Camp Hill Hospital by Rear-Admiral Fitzhugh Lee, USN, Commander Carrier Division 14. He was accompanied by Rear-Admiral R. E. S. Bidwell, RCN, Flag Officer Atlantic Coast.

The weather cleared shortly after noon and the remainder of Navy Day was sunny and warm. In the afternoon HMC Dockyard was thrown open to the public and the main part of Operation Open Hatch got under way. Ships and establishments held open house while displays and demonstrations followed one after the other.

The First Canadian Minesweeping Squadron, under Cdr. Bruce Carnall, RCN, consisting of HMC Ships *Gaspe*, *Trinity*, *Chaleur* and *Ungava*, carried out a sweep of the harbour during which they brought dummy mines to the surface and exploded them. Navy frogmen, dropped from a helicopter, sneaked quietly under a model of an aircraft carrier moored near Jetty Four and destroyed it with a demolition charge.

There were rescue attempts by helicopters, diving demonstrations by frogmen and conventional divers, torpedo and depth charge firings from the *Quebec* and *Portage* and fire fighting displays by naval firemen. In addition a number of static displays showed craft in use by the navy, fully rigged boats, a model of a destroyer escort, safety flying equipment and many other exhibits, as well as a one-man German submarine of the last war.

The naval aviation branch helped fill out the program with impressive helicopter displays and flypasts with conventional aircraft. The new Piasecki helicopter, a *Sea Fury* and an *Avenger* were also on display on the dockyard parade. At the close of the afternoon's activities a guard and band from HMCS *Cornwallis* beat retreat on the dockyard parade and later in the evening they carried out the colourful sunset ceremony at Garrison Grounds in Halifax.



OFFICERS AND MEN

UNTD Avenue To Regular Force

UNTD-trained officers of the Royal Canadian Navy (Reserve), either active or retired list, may now make application to enter the regular force under conditions laid down in a recently-proulgated Naval General Order.

Applicants seeking permanent commissions under this order must be under 25 years of age at the date of application; have successfully completed three winters and two summers of training under the University Naval Training Division program and be in possession of the appropriate degree from a recognized university.

Branches open to applicants include executive, engineering, electrical, ordnance, constructor, instructor, supply and special. Entry into the chaplain and medical branches will not come generally within the conditions of the new order but follow those laid down elsewhere in General Orders.

Eligible officers of the Active List should make application for entry to the commanding officer of their naval division, while officers on the retired

list should apply to the commanding officer of the nearest naval division. Officers on Continuous Naval Duty should apply to their current Commanding Officer.

Selected officers will be entered in the rank of acting sub-lieutenant in either the regular force with permanent status, in the regular force on a short service appointment or on a period of Continuous Naval Duty. The latter two categories will include those whom it is desired to keep under observation for a period of time before final acceptance. A common training and promotion plan will be applicable to all three categories of entry, and will embrace both training afloat and at appropriate technical institutions, either naval or civilian.

After one year's service, an acting sub-lieutenant will be promoted to the confirmed rank. Promotion to lieutenant will come after 33 months in the ranks of acting sub-lieutenant and sub-lieutenant, less any "time gained" award granted for proficiency as a Cadet, for service in the Reserve prior to enrolment and for standing in technical training in the regular force.

"Time gained" as a Cadet and for standing in technical training is dependent on the class of certificate awarded on completion of the University Naval Training Division program and the technical training course prescribed, respectively. "Time gained" for previous service in the Reserve will be computed from June 1 on the year of graduation from the University Naval Training Divisions. Time in the RCN (Reserve) (Active List) will count as half time, in the retired list as one-eighth time and on continuous naval duty as full time.

Smoker Held At Albro Lake

A staff smoker was held in the Chief and Petty Officers' Mess at Albro Lake August 26 in honour of Lieut. (C) Robert M. Dunbar and Lieut. Frank M. Skinner, for the twofold purpose of bidding farewell to Lieut. Dunbar, who is leaving the station to join the staff of HMCS *Cornwallis*, and to welcome Lieut. Skinner as the new Officer-in-Charge of Halifax Radio.

Refreshments and a tasty steak dinner, followed by speeches from the

guests of honour, rounded the evening into an interesting and enjoyable affair.

Newcomers to Albro Lake have included the following: Cd. Comm. Officer Charles J. Scott, CPO Arthur J. Hannarod, Lieut. Frank M. Skinner, Ldg. Sea. Gordon Campbell, and Able Seamen Desmond Gorman, William Finnigan and Kenneth Lawrence.

Departing were: Lieut. (C) Robert M. Dunbar, CPO Herbert W. Cooper, PO Patrick Donaghy, Leading Seamen Robert Taylor and Robert Caza, and Able Seamen Donald Henderson, Joseph White and William Forsythe.

Three Ships Visit Northern Japan

During August the *Haida*, *Cayuga* and *Crusader* paid a four-day visit to Otaru, on Hakkaido, the northern island of Japan. During the passage from Sasebo the three ships took part in extensive gunnery exercises, with the *Haida* taking top honours.

BIRTHS

To Petty Officer Norman D. H. Bay, *Haida*, and Mrs. Bay, a son.

To Lieutenant Claude A. Beauregard, *Haida*, and Mrs. Beauregard, a son.

To Lieut.-Cdr. Donald Cameron, Naval Headquarters, and Mrs. Cameron, a son.

To Instructor Lieut.-Cdr. D. R. Campbell, *Stadacona*, and Mrs. Campbell, a son.

To CPO D. Currie, *Iroquois*, and Mrs. Currie, a son.

To Ord. Lieut.-Cdr. G. M. Fyffe, *Iroquois*, and Mrs. Fyffe, a daughter.

To Petty Officer R. W. Gray, *Naden*, and Mrs. Gray, a daughter.

To Able Seaman Albert M. Halfyard, *Haida*, and Mrs. Halfyard, a daughter.

To Lieut.-Cdr. Alister M. Hunter, *Haida*, and Mrs. Hunter, a son.

To Petty Officer James Jameson, *Lauzon*, and Mrs. Jameson, a son.

To Lieut.-Cdr. (E) Donald S. Jones, *Iroquois*, and Mrs. Jones, a daughter.

To Lieut. (L) James A. Kiely, *Iroquois*, and Mrs. Kiely, a son.

To Lieut.-Cdr. W. G. Kinsman, *Stadacona*, and Mrs. Kinsman, a daughter.

To CPO G. E. Ritchie, *Iroquois*, and Mrs. Ritchie, a son.

To Ord. Lieut. John W. Russell, Naval Headquarters, and Mrs. Russell, a daughter.

To PO G. W. Schropfer, *Iroquois*, and Mrs. Schropfer, a son.

To Leading Seaman Douglas Simpson, *Stadacona*, and Mrs. Simpson, twin girls.

To Petty Officer Frederick O. Skavn, *Haida*, and Mrs. Skavn, a daughter.

To CPO H. E. Taylor, *Iroquois*, and Mrs. Taylor, a daughter.

To Leading Seaman Kenneth Plume, *Stadacona*, and Mrs. Plume, a son.

To Able Seaman John F. Wilson, *Haida*, and Mrs. Wilson, twins, a son and a daughter.

To Lieut.-Cdr. (S) George Woodford, *Naden*, and Mrs. Woodford, a son.

WEDDINGS

Leading Seaman William Beaumont, *Stadacona*, to Miss Elizabeth Baker, Rencontre, East Fortune Bay, Nfld.

Lieut. Ross T. Bennett, *Star*, to Miss Lois Taylor, Hamilton.

Lieut. W. J. A. Black, *Shearwater*, to Miss Lillian Holmes, Tufts Cove, N.S.

Wren June Buchanan, Napanee, Ont., to Leading Seaman Fred Armstrong, Naval Radio Station, Churchill.

Wren Joyce Carpenter, Hamilton, to Able Seaman Douglas S. Bowen, *Star*.

Able Seaman James J. Cunningham, *Lauzon*, to Miss Lillian Gillis, Forest Hill, P.E.I.

Able Seaman John S. Forbrigger, *Caribou*, to Miss Beryl Inez Smith, Corner Brook, Nfld.

Sub-Lieut. Arthur E. Griffin, *Niobe*, to Miss Beverley Ann Rivett-Carnac, Victoria.

Lieut. Norman S. Jackson, *Stadacona*, to Miss Diana Mitchell, Halifax.

Petty Officer Ronald Knapman, *Caribou*, to Miss Hope G. Moss, Corner Brook, Nfld.

AB John Loranger, *Lauzon*, to Miss Myrna Crawley, Halifax, N.S.

Sub-Lieut. Bruce A. Massie, *Ontario*, to Miss Amber Kilshaw, Victoria.

Leading Seaman Kenneth McKaigue, *Lauzon*, to Miss Betty Bateman, Shediac Cape, N.B.

Able Seaman Alden F. Mitchell, Albro Lake Naval Radio Station, to Miss Constance R. Cole, Halifax.

Lieut. (P) Robert T. Murray, *Niobe*, to Miss Elizabeth Bagot, Market Drayton, Shropshire, Eng.

Petty Officer David A. Nairn, *Lauzon*, to Miss Lorraine MacInnes, Antigonish, N.S.

Midshipman Gerald E. Van Sickle, *Ontario*, to Miss Kathleen Collins, Victoria.

Arriving on August 12, the three ships berthed alongside one another in the centre of the downtown area of the old city, port of Sapporo, the capital city of the island. The climate was found to be much like Canada and was enjoyed as a much needed relief from the sub-tropical heat of southern Japan.

Much interest in the warships was shown by the townfolk, and the jetty was continuously thronged with spectators. On two occasions the ships were hosts to hundreds of school children, who came on board for a walk round the three destroyer escorts.

Captain J. A. Charles made official calls on the mayor, chief of police, and other civic dignitaries, all of whom showed keen interest in the ships during their return calls.

On Sunday forenoon the *Crusader* sailed into threatening seas and skies to commence her long journey home to Esquimalt, B.C. where she arrived on September 3. As she departed, the ships' companies of the *Haida* and *Cayuga* gave her a rousing three cheers.

The remaining two ships departed the following day to return to the south of Japan and their patrol area off Korea. During the southward passage the *Haida* and *Cayuga* were forced to take shelter at Minato Island as the season's worst typhoon to date swept over Japan.



The No. 5 Sea Cadet Officers' Divisional Course was held at Cornwallis between July 26 and August 9. Front row, left to right: Sub-Lt. M. K. Dolman, Lieut. R. Brennand, Sub-Lt. B. H. Butt, Lieut. P. Cox (Course Officer), CPO D. E. Graves (Course Instructor), Sub-Lt. R. E. Boates, Sub-Lt. J. W. Mitchell, and Chaplain (P) R. J. Knock. Centre row: Sub-Lt. (S) J. L. Hiebert, Sub-Lt. J. A. Bouchard, Mid. D. L. Andrews, Sub-Lt. R. G. Ouellette, Sub-Lt. G. W. Olskamp, Sub-Lt. L. G. Carruthers, Sub-Lt. O. M. Andrews, Sub-Lt. J. T. Blackmore, Sub-Lt. R. Young, and Lieut. F. R. Thwaites. Back row: Sub-Lt. H. A. Young, Lieut. R. D. Loveday, Sub-Lt. W. F. Facey, Lieut. J. D. Brown, Sub-Lt. R. E. Sheen, Lieut. J. H. Harris, Sub-Lt. H. E. Bashaw, and Sub-Lt. J. G. R. Mailly. (DB-4450)

Sailor Rescued By UNTD Cadets

A sailor of the RCN owes his life to the fast and efficient manner in which two UNTD cadets rescued him from St. George's Harbour in Bermuda and applied artificial respiration.

AB Stephen Szczepanik, 23, of Halifax and St. Jude, Quebec, was awaiting a liberty boat at about 2030 to return him to the *Wallaceburg*, which was lying at anchor in the harbour, when he slipped and fell off the seawall. Cadet Bernard A. Beare, of Edmonton and the University of Alberta, and Cadet Alan H. Milman, of New Glasgow, N.S., and Dalhousie University, both under training in the *Portage*, heard the splash. Cadet Milman stripped while Cadet Beare flung off his jacket and plunged in. The sailor was on his way down about three feet under, when Beare found him. Milman joined his fellow cadet and the two brought Szczepanik to the seawall where others, who had been standing about 100 yards away, assisted the trio up the wall.

Both cadets took turn-about applying artificial respiration and in about 60



These are members of the No. 6 Sea Cadet Officers' Divisional Course held at HMCS Cornwallis between August 16 and 30. Front row, left to right: Lieut. Donald W. Storey, Cmd. Wtr. Officer A. L. Hayley (Course Officer), A/Lieut. Jean Caron, and Lieut. Gordon J. McKinnon. Centre row: Sub-Lt. (S) Charles A. Pincombe, Sub-Lt. William H. Whittingham, Sub-Lt. Ralph S. Burton, Sub-Lt. Roy Greening, and Sub-Lt. Peter A. Willis. Back row: Sub-Lt. John W. Hill, Sub-Lt. Eric Watt, Sub-Lt. Raymond G. Morgan, Sub-Lt. Hugh E. Fackrell, Sub-Lt. Frank Barton, and Sub-Lt. Donald Linder. (DB-4519)

Retirement

CHIEF PETTY OFFICER ERNEST RONALD NUTTER

Rank: C1SL2
 Age: 47
 Length of Service: 25 years
 Hometown: Victoria
 Joined: February 14, 1929, RCNVR
 January 6, 1930, RCN
 Served in: HMC Ships *Naden*, *Skeena*, *Armentieres*, *St. Laurent*, *Avalon*, *Protector*, *Uganda*, *Warrior*, *Niobe*, *Ontario*, *Rockcliffe*.
 Awards: Long Service and Good Conduct Medal
 Retired: July 6, 1954.

seconds breathing was restored, although they continued the respiration until the arrival of a doctor. An ambulance took the sailor to a hospital where he was treated briefly before being returned to his ship.

Family Together After 11 Years

Petty Officer Vlaho Miloslavich, a member of the band of HMCS *Stadacona* and a former Yugoslav guerrilla, has been reunited with his family after a separation of 11 years.

His wife Maria and daughter Doris, 16, arrived in Halifax September 25 aboard the liner *Vulcania*.

PO Miloslavich had last seen his family in the winter of 1943 when he left his home in the village of Sibernik, on the Adriatic Sea, to join the guerrillas.

He came to Canada in 1948 and worked at various occupations in Ontario. He entered the Navy in 1952.

Officers' Block Opened in Halifax

A new 157-room accommodation block for officers of the Royal Canadian Navy was opened August 26 at *Stadacona*. No official ceremony was held for the opening of the new mess which marked the first time the Atlantic Command has had permanent quarters for any large number of single naval officers.

Under the mess president, Commander F. C. Frewer, executive officer *Stadacona*, the first function was an official reception in honour of HMS *Sheffield*.

The new building, of brick backed by hollow tile on a re-inforced concrete frame, is capable of accommodating 314 officers in an emergency. A completely modern galley facilitates catering.

Retirement

CHIEF PETTY OFFICER JAMES CULLEN JOYCE

Rank: C1CF3
Age: 38
Length of Service: 20 years
Hometown: Montreal
Joined: April 1, 1934, RCNVR
August 18, 1934, RCN
Served in: HMC Ships *Stadacona*, *Saguenay*, *Champlain*, *Annapolis*, *Hochelaga*, *Fredericton*, *Cornwallis*, *Assiniboine*, *Avdon*, *Peregrine*, *Uganda*, *Niobe*, *Scotian*, *Llewellyn*, *Nootka*, *Granby*, *Chignecto*.
Awards: Long Service and Good Conduct Medal
Retired: August 17, 1954.

Page twelve



Shown here are members of the No. 3 Chaplains Divisional Course held at HMCS Cornwallis between August 9 and 23. Front row, left to right: Chaplains Ivan R. Edwards, Gerald N. Schaus, Instructor Lieut. (P) David D. MacKenzie (Course Officer), Chaplains Henry I. Hare and Callum Thompson. Centre row: Chaplains Gaston Gravel, Stephen W. Wilk, Douglas Louie, Allan S. Hunt, William J. Bingham, and Regis Pelletier. Back row: Chaplains Ralph J. Knock, Samuel M. Holmes, Robert Shannon, Donald H. Parr, and Joseph W. Ellis. (DB-4505)

In addition to the dormitory rooms, there are also a ballroom, a games room, dining room, wardroom, gunroom and a Nursing Officers' and Wren Officers' room. Heated by radiant heating from *Stadacona's* central heating plant, the building cost about \$1,300,000.

HRH the Duchess of Kent during her tour of Halifax, visited the new mess, where a number of officers and their wives were presented.

Farewell for Mess President

CPO Thomas Dicks, who for the past four years has been the president of the Chief and Petty Officers' mess in HMCS *Stadacona*, was honoured at a farewell luncheon in the mess recently.

Cdr. Frederick Frewer, acting for Commodore E. P. Tisdall, presented CPO Dicks with an engraved sterling silver cocktail set. CPO Dicks has left to join the *Nootka*.

Extra Engine Handy Thing

On his second flight-deck take-off in a Grumman S2F, the new anti-submarine aircraft with which the Royal Canadian Navy is re-arming its A/S squadrons, Lieut. (P) Robin Hughes experienced an engine failure—and didn't get wet.

The incident, which underlined the advantage of having two engines, occurred shortly after Lieut. Hughes had joined the U.S. carrier *Valley Forge* and after the Canadian naval pilot had rolled up an impressive number of hours flying the S2F from land.

What happened when the engine failed was described by Captain J. W. Byng, USN, in a recent issue of the "Weekly Aviation Safety Bulletin" as follows:

Retirement

CHIEF PETTY OFFICER LUDGER HECTOR HORMIDAS LAFOND

Rank: C1CF2
Age: 44
Length of Service: 20 years
Hometown: Montreal
Joined: December 9, 1931, RCNVR,
August 18, 1934, RCN
Served in: HMC Ships *Stadacona*, *Saguenay*, *St. Laurent*, *Skeena*, *Hamilton*, *Fort Ramsay*, *Cornwallis*, *Givenchy*, *Prince Robert*, *Niobe*, *Crusader*, *Uganda*, *Donnacona*, *Shearwater*.
Awards: Canadian Forces Decoration
Retired: August 17, 1954.

"While engaged in S2F carrier qualification on board the USS *Valley Forge*, Lieut. R. L. Hughes, RCN, an exchange pilot attached to VS-26, completed his first landing and prepared for the subsequent deck-run take-off. Obtaining a normal, full power turnup, Lieut. Hughes released the brakes and started down the deck.

"Just after beginning the roll, Lieut. Hughes felt a slackening of acceleration and moved his hand from the throttles to the prop controls which were prone to slip back due to the S2F's friction lock arrangement. However, prop controls were properly forward, so Lieut. Hughes sneaked a quick peek at the gauges and observed a large spread in the needles of RPM and manifold indicators.

"By this time he was at the bow with 69-70 knots and carrying full right rudder. As he flopped over the bow, with the plane angling slightly left, Lieut. Hughes punched the prop feather button (the red indicator light was on) and raised the gear handle, while employing maximum BRF (big right foot) against single engine yaw.

"The prop feathered immediately and Lieut. Hughes regained directional control as he levelled off at wave top height. The plane gradually picked up climbing speed, and Lieut. Hughes made an uneventful single engine flight to, and landing at, Norfolk.

"To pilot Hughes, for his proper, cool and expeditious reactions, a Well Done, and to other S2F pilots, an admiring reminder that the excellent single-engine characteristics of your aircraft present an enviable pilot-plane potential in carrying out a mission which becomes more important daily."

TAS School Head Honoured at Party

A farewell party in honour of Cdr. J. P. T. Dawson was held July 20 in the Chief and POs Mess, *Stadacona*, by the TAS School staff.

Cdr. Dawson has left to take up duty on the Directing Staff, RN Staff College, Greenwich. He was succeeded by Lt.-Cdr. D. R. Saxon.

Author's Son Christened

Chaplain (P) E. G. B. Foote, Chaplain of the Fleet, officiated at the christening of Marc Monsarrat, baby son of Nicholas Monsarrat, author of "The Cruel Sea" and information advisor to the United Kingdom High Commissioner, and Mrs. Monsarrat, held recently at HMCS *Carleton*, the naval division in Ottawa.



And why shouldn't there be a big smile on the face of Instructor Lieut. J. C. Hawes? The "lucky guy" was course officer for the No. 7 Divisional Course for Wrens and Nursing Sisters at Cornwallis between August 23 and September 6. Members of the course, front row, left to right: A/Sub-Lt. (W) J. M. Hepinstall, A/Sub-Lt. (MN) M. P. Parker, A/Sub-Lt. (MN) M. G. Sampson, A/Sub-Lt. (W) J. L. Tyo, Instructor Lieut. Hawes, Lieut. (W) L. E. MacLean, Sub-Lt. (W) D. E. Kennedy, A/Sub-Lt. (W) S. M. Brereton, and A/Sub-Lt. (MN) B. J. Nunn. Second row: A/Sub-Lt. (MN) D. F. Borland, Sub-Lt. W. I. Popham, A/Sub-Lt. (MN) E. C. Forbes, A/Sub-Lt. (MN) A. M. Smith, A/Sub-Lt. (MN) N. E. Small, A/Sub-Lt. (MN) Brown and Sub-Lt. (MN) E. E. Nordlund. Third row: A/Sub-Lt. (MN) Poley, A/Sub-Lt. (W) F. E. Hesketh, Sub-Lt. (MN) M. Henriot, Sub-Lt. (MN) B. M. Selfridge, A/Sub-Lt. (MT) J. P. Prior, A/Sub-Lt. (MT) P. A. Beckwith, A/Sub-Lt. (W) V. E. Lavis and A/Sub-Lt. (MN) E. M. Reed-Lewis. Back row: A/Sub-Lt. (MN) D. D. Kirkpatrick, A/Sub-Lt. (W) D. E. Parkinson, A/Sub-Lt. (MN) H. G. Coad, A/Sub-Lt. (W) E. A. Hargreaves, A/Sub-Lt. (MT) L. B. Williams, A/Sub-Lt. (MT) J. M. Sabiston, A/Sub-Lt. (W) P. A. Lawson, A/Sub-Lt. (W) M. C. Whiteside, A/Sub-Lt. (W) S. M. Scott and Sub-Lt. (W) E. Cunningham. (DB-5421)

The ceremony was performed with water from the Atlantic Ocean, held in the ship's bell, and brought by Mr. Monsarrat from Lord's Pocket, a small cove near St. Andrews, N.B.

Capt. V. A. Wight-Boycott, naval advisor, and H. G. Curran, financial advisor to the U.K. High Commissioner, acted as proxy godfathers. Miss Edith

Joyce, of Montreal, was the baby's godmother.

Naval Officer New Head of Royal Roads

An army officer and a naval officer exchanged hemispheres in appointments announced by National Defence Headquarters on October 1.

Captain J. A. Charles, who had been serving as Commander Canadian Destroyers Far East and commanding officer of the *Haida*, flew back to Canada to assume the appointment of commandant at Royal Roads, the Canadian Services College near Victoria.

The former commandant, Col. Cameron B. Ware, has been appointed Commander Canadian Military Mission Far East in Tokyo, with the acting rank of brigadier.

Scholarship for Officer's Son

Stuart Michael Piddocke, son of the late Lieut. Frederick Stuart Piddocke, of Abbotsford, B.C., who was killed in the Battle of the Atlantic, has been awarded a \$300 scholarship by the Naval Officers' Association of Canada, Victoria Branch.

Stuart led his area in the Grade 12 examinations in B.C. and has entered the University of British Columbia.

Retirement

CHIEF PETTY OFFICER GEORGE HENRY SHIPLEY

Rank: C1E4
Age: 47
Length of Service: 24 years
Hometown: Calgary
Joined: May 12, 1930, RCNVR
August 14, 1930, RCN
Served in: HMC Ships *Naden*, *Vancouver*, *Skeena*, *Fraser*, *Pembroke*, *St. Laurent*, *Armentieres*, *Stadacona*, *Baddeck*, *St. Clair*, *Protector*, *Avalon*, *Niobe*, *Algonquin*, *Scotian*, *Cornwallis*, *Peregrine*, *Kootenay*, *Givenchy*, *Ontario*, *Rockliffe*, *Sault Ste. Marie*.
Awards: Long Service and Good Conduct Medal
Retired: August 14, 1954.

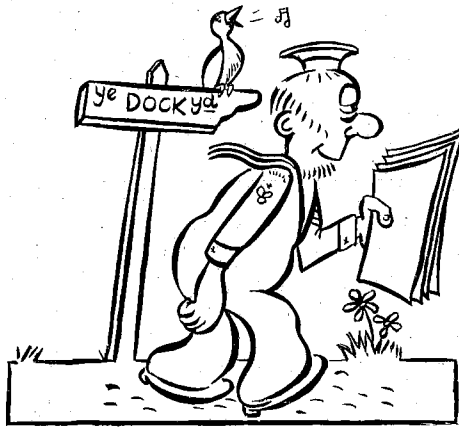
The Rime of the Bearded Matelot

OR

VOL THREE PART KAY IS HERE TO STAY

With apologies to Samuel Coleridge, the Literary Supplement, the World of Art and the Little Girl Who Works in the Control Office.

II



I

(Wherein a matelot doth joyfully trundle through the Dockyard on his way to draw some stores for his kindhearted and hard-working old Paybob.)

It is a bearded matelot
Who weareth badges three;
And on his breast with other things,
Two clasps to his C.D.

His step is light and light his heart
And brightly shines his eye,
As through ye dockyard wends his way.

To Depot of Supply.

CHORUS:

To Depot of Supply, my boys,
Then heave the Capstan round,
With a Yo Heave Ho, let the wind
blow free
And away for the Homeward Bound.

Of high import his mission is;
Paybob had quoth to he:

"Kind matelot would'st thou go
ashore

To draw some stores for me?"

With stores demand seized in his
hand

Yon matelot sought his way
To every door of Depot, Store,
All on a summer's day.

And in that place with smiling grace
Fair damsel quoth to he:

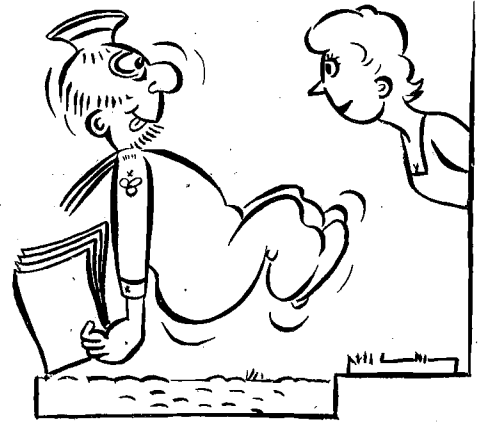
"Good morrow, ancient matelot, sire,
What may'st I do for thee?"

(Wherein the matelot addresses the fair Control Office Clerk in befitting manner.)

"O lovely creature, beauty fair,
O party trim with golden hair,
Into thy tiny shell-pink hand
I lay this flaming stores demand
Which thou shalt register for me
And I shalt come back after tea,
Pick up my stores; return to ship;
Of thee I'll dream as tea I sip;
Thy beauty sets my heart aflame—
O by the by, what is thy name?"

(Wherein the maiden eyes the matelot through eyes which have narrowed to steely slits and doth make reply unto him.)

"Thanks be to thee, brave matelot,
With romance thou art fraught;
But in drawing stores from NSD
It shall avail thee naught."



CHORUS:

*It shall avail him naught, my lads,
Nor need he shout nor pray,
For Depot of Supply now comes,
Under Volume 3, Part K.*

(Wherein the maiden continueth and related to the matelot some things hitherto unbeknownst to him)

"The days when odds and sods like
thee
Just drew their stores and went to
sea
And when they needed more, came
back,
Are over now, dost hear me, Jack?"

"For now we are most organized
In branches full a score;
Things dost not be as simple now
As in the days of yore.

"Now, ancient greybeard," utters
she,
"No NAVCAT, PRECAT do I see.
Thou'st made the thing in copies
four,
We'll need at least a couple more.

"For we must process, pre-post,
punch,
Besides, it's almost time for lunch.
'Tis very plain as plain can be,
Thou hast not read Part K, Vol
three.

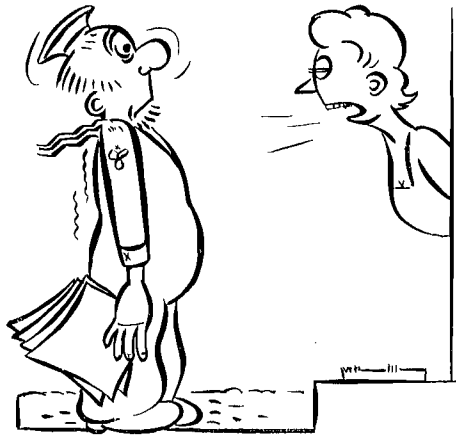
"Demands we screen and segregate
To cross-refer and tabulate
And then to distribute the work
We pass it to a posting clerk.

"Then file and raise transaction card
Which NHQ wilt soon regard;
The issue voucher we must raise,
The stock description close appraise.

"For items under stock control,
Pre-posting system is our goal;
But yard demands are much more
fun,
We post-post those when all is
done."

(The ancient matelot
stroketh his beard
thoughtfully and com-
miserateth with the
fair damsel)

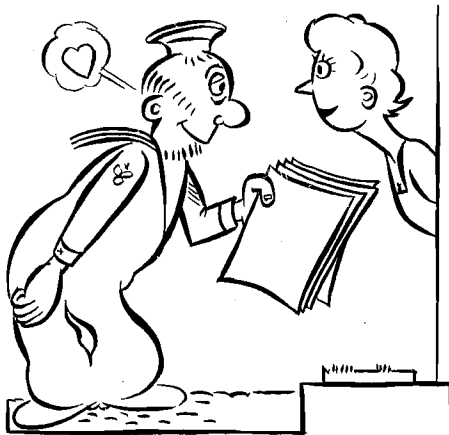
"In sooth," the awestruck sailor
stated,
"Thy work indeed is complicated."



"Catalogue and realign, identify and
reassign;
Clear for customs,
Process for paying,
and raise in quint

The bills of lading.
And when our shelves of stock go
bare,
An obligation card prepare.
Maintain statistics
On logistics.
And do our best in every way
To follow Volume three, part K."

(The maiden finisheth
her spiel and weepeth
openly into a linen
hankie purchased the
week before at a local
five and dime counter)



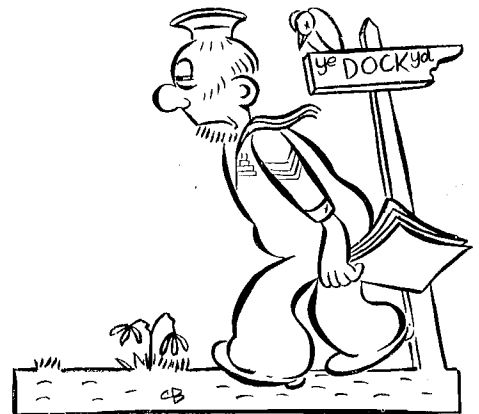
CHORUS:

Then cheers for Volume three,
Part K,
Whose very dictates we obey;
As wooden ships gave way to steel,
Stores methods too, renew their
keel.

It is an ancient matelot
Who leaveth Depot, Store,
A sadder and a wiser man
For having been ashore.

A dockyard matey heard him sigh
As he did slowly pass:
"Oh, glad the day whereon I joined
As Stoker, Second Class."

—A.C.T.



A Visit to a Graveyard in Brittany

Hidden behind a stone wall in a quiet corner of the town, is a plot of land especially sacred to the Royal Canadian Navy and the people of the ancient French village of Plouescat on the Channel coast of Brittany.

Here are graves of 60 men who lost their lives when HMCS *Athabaskan* was sunk in a hard-fought naval engagement in April 1944. The first organized visit of Canadians to the secluded cemetery occurred this year when the cruiser *Quebec* visited Brest. The three officers who formed the official party then learned for the first time that the villagers' interest in the dead Canadian sailors had cost them dearly.

When the Nazis brought the bodies to Plouescat for burial, men of the village and district expressed extreme displeasure with the callous treatment

accorded them. The enemy responded to the outburst by rounding up some 75 men from Plouescat and sending them away to forced labour. Only about 50 of the men returned from the ordeal.

Because, in this way, they shared in Canada's loss, the people of Plouescat have lavished more than ordinary care on the 60 graves. Three times each year, formal services of remembrance are held—on All Saints Day, November 1, the citizens of Plouescat individually place tribute on the graves.

The officers from the *Quebec* found on each grave a simple memorial stone on which is inscribed the name, rank and ship of the man buried there. The inscriptions in the case of French-Canadian personnel are in French. Some of the stones bear the words "An Unknown Canadian Sailor".

Plouescat's acting mayor placed a spray of flowers on the central plot and the *Quebec* officers then paid similar tribute to the memory of the men of the *Athabaskan*. Members of the village council and other townspeople were present for the simple ceremony.

Later the council and the ships' officers assembled in the Town Hall Chambers. Plouescat was thanked, on behalf of the Royal Canadian Navy and the people of Canada, for the care and attention that had been given to the men of the *Athabaskan*.

Adjacent to the graves of the Canadian sailors is a tall stone cross of sacrifice, on which is superimposed a bronze sword of battle—a memorial which was unveiled and dedicated to the memory of the *Athabaskan* seamen in June.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *Cayuga*

During a recent maintenance period in Japan, HMCS *Cayuga* was fitted with funnel cowls in an effort to reduce both deterioration of wiring and equipment and the need for continually renewing signal halyards on the foremast.

With drawings of the cowling fitted to the *Crusader's* funnels as a guide, and advised by aesthetic ship officers, the task was placed in the hands of a Japanese shipyard.

Following considerable levels of bamboo and straw rope scaffold construction about each funnel and necessary preliminaries, the day arrived for the placing of the cowls. The ship was moved under a crane where in the space of an hour the cowls were in position. Then followed much hammering and welding by a swarm of shipyard workers. The scaffolds were removed and the workers departed. At last the new look was there.

Much comment on both the usefulness and the artistic choice of the cowls has been heard, and, as is usual in the case of things of art, there are many differing views.

In the matter of usefulness there has perhaps been more agreement. The first comments arose when the boilers were flashed up. A great shower of soot and scale, aggravated by hammering and welding on the funnels, erupted to descend upon the upper deck on a damp windless day. The comments on this occasion could not be recorded. The Chief Cook reported immediate satisfaction, for his galley stove has apparently received a much better draught for its oil fires.

It will take further time to determine the value of the cowls in the preservation of the mast and fittings. The signalmen, however, are happier, for halyard losses, with and without flags, are fewer.

Of immediate concern to all in the Royal Canadian Navy though, must be the new and distinguished look of the *Cayuga*, the first of her class.

Seamanship Training Centre

It looks like the "Old School" is coming back into its own. For one thing, the large sign declaring "Supply Annex" has been replaced with a large ship's wheel surrounded by a freshly-painted

Kisbie buoy which informs all that this was, and still is, *Naden's* Seamanship Training Centre.

The upper deck, too, has taken on a more nautical look. A new board displaying all types of cordage and their pattern numbers has been supplied from the dockyard, and now hangs outside the office of the officer-in-charge. Further along the hall are several other boards displaying a variety of knots and ropework.

A modern steering teacher, complete with wheelhouse and binnacle, has replaced the two compass and helm classrooms. The new machine has attracted

interest and should prove an asset in the instruction of ordinary seamen.—H.K.

Naden Electrical Department

Naden's electrical department lost two of its members, CPO Bob Watson and PO Sam McCleave, this summer, both having gone to Halifax on a two-year draft.

Also gone are PO Rick Childerhouse and AB Bob Filleul. The former is at Nelles Block where he cracks the whip over the cafeteria staff, and the latter has gone back to the Alberta prairies to resume his role as Innisfail's mortician.

ATLANTIC COMMAND

HMCS *Haida*

When Canadian destroyer-escorts in the Far East can be spared from their Korean patrol duties they sometimes team up with American destroyers, aircraft carriers and submarines for hunter-killer exercises.

During these anti-submarine exercises the conditions of war at sea are made as realistic as possible. The various phases of an anti-submarine battle are carried out, with no holds barred except, of course, the firing of live anti-submarine weapons.

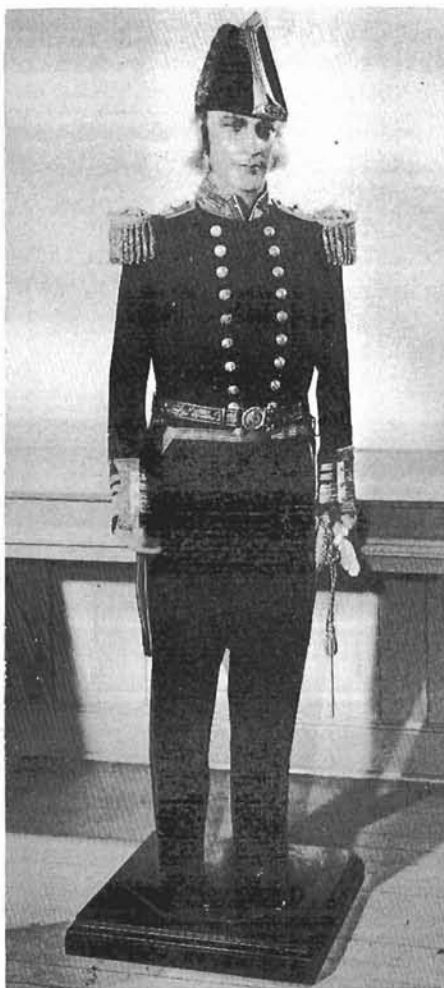
The *Haida* (Captain J. A. Charles), completed two such operations and had the satisfaction of earning a "well done" from the Admiral commanding the group, in reward for her efforts.

It was hard work for all hands during the exercises, but, when they were over, everyone from engineering mechanic to quartermaster felt that their ship was ready to deal effectively with the real thing.

HMCS *Micmac*

Another venture in the varied career of HMCS *Micmac* was successfully carried out in the escorting of HM Royal Yacht *Britannia* while the latter was in Canadian waters to meet His Royal Highness the Duke of Edinburgh. The Royal Yacht was escorted by the destroyer from the straits of Bell Ile to Montreal, Quebec City and on to Goose Bay where His Royal Highness left Canada after a tour which included the British Empire Games.

The *Micmac* left Halifax on Monday, August 2, carrying her normal



Standing in the Maritime Museum atop Citadel Hill in Halifax, is a life-sized dummy wearing the uniform of the late Vice-Admiral Henry William Bruce KCB, RN, former Commander-in-Chief of the Pacific Station. He is the man who was instrumental in having the first naval buildings erected at Duntze Head in Esquimalt.

complement, plus 36 cadets from various parts of Canada. Early Thursday morning the Royal Yacht was met and the *Micmac's* two-week vigil began.

The first port of call was Montreal. It is hard to say who enjoyed the stay in this city most, the British sailors of the *Britannia*, the Canadians from the *Micmac* or the population of this great metropolis. During the stay the chief and petty officers of the *Britannia* entertained the chief and petty officers of the *Micmac* at a reception on board the Royal vessel.

On Tuesday morning the two ships left quite a wake behind them as they sailed down the St. Lawrence River to Quebec City. Once again a great welcome was extended to the ships. Once again the Canadian and British chief and petty officers had a chance to compare notes at a reception, this time on board the *Micmac*.

While at Quebec the *Micmac* had the honour of supplying guard boats and sentries when the Duke visited the Royal Yacht.

Leaving Quebec City a high speed was maintained en route to Goose Bay. The only time speed was relaxed was during a dense fog while the ships



Two dorymen, winners of the dory championship in the Lunenburg Fisheries Exhibition last year, sailed on board HMCS Granby to attend the International Championships in Gloucester, Mass. Before their departure Miss Janet Conrad, Le Have, N.S., crowned "Queen of the Seas" in the same exhibition visited the ship to wish the men luck. Here they are seen in the enclosed bridge of the ship. Left to right they are Gerald Dempsey; Miss Conrad and Richard Nagle. Both men are from Herring Cove. (HS-31466)

Micmac Rushes CPO to Hospital

No cruise in the RCN is complete without some sidelight, and such was the case when the *Micmac* recently escorted HM Royal Yacht *Britannia*.

This time it entailed a race against time to convey CPO Charles Scott to hospital. CPO Scott was serving in the *Quebec*, and came down with acute appendicitis just prior to the meeting of the two ships. He was transferred by jackstay to *Micmac* with the intention of returning him to RCNH Halifax, but it soon became evident that he was too seriously ill to attempt to take him this distance.

CPO Robert Kinsey, the medical assistant aboard the *Micmac* did all in his power to make CPO Scott comfortable and the *Micmac* set out at full speed for St. Anthony, which is the site of a Grenfell Mission hospital on the east coast of the northern tip of Newfoundland.

Near midnight on August 18, just 14 hours after the patient had been transferred, he was lowered into the ship's motor boat and taken ashore. Once in hospital an emergency operation was performed and shortly after the patient was resting comfortably.

Coincidentally, Rear-Admiral Frank Houghton, who had a long and distinguished career in the Royal Canadian Navy, is executive manager of the famous international Grenfell Missions and was discovered present in St. Anthony.

Admiral Houghton was thereupon taken on a midnight visit to the ship and to Cdr. G. M. Wadds, commanding officer.

were passing through waters which were scattered with icebergs. The ships arrived at the Labrador community on Tuesday evening. The RCAF station went all out to ensure that the visiting sailors had a good time while there.

Early Thursday the *Micmac* began the last lap in her escorting duty. The last part was in fact the most important of all as now the Royal Yacht had HRH embarked. Shortly after leaving Goose Bay, HMCS *Quebec* joined, it being her duty to escort the *Britannia* far out into the Atlantic.

On parting from the Royal Yacht, the *Micmac* manned ship and gave three hearty cheers for His Royal Highness despite the fairly heavy sea which was running at the time. With a final burst of speed the *Micmac* parted company.

The last message was from the Flag Officer Royal Yacht:

"I have to convey the following message from HRH the Duke of Edinburgh. Thank you for your escort. I wish you a pleasant voyage to your home port."

HMCS Cornwallis

After a quiet summer communications training has increased in tempo, with a new long course qualifying for Lieutenant (C), and both Radio and Visual Trade Group Three courses under way, in addition to 11 Radio and Visual Trade Group One courses.

New additions to the visual staff include Lieut.-Cdr. (C) G. A. F. Bower, RN, who has relieved Lieut.-Cdr. P. W. Dolphin, RN, as the Royal Navy's representative in the Communication School, and assumed the post of senior visual staff officer. He will be assisted by Lieut. J. L. Gates, USN, who has succeeded Lieut. Ralph Cerney as second visual staff officer.

Both Lieut.-Cdr. Dolphin and Lieut. Cerney will be missed. They have made valuable contributions to the training in the school as well as providing liaison with their respective services. Cd. Communications Officer Jim Ellerton has taken Lieut. F. M. Skinner's place as Third Visual Staff Officer, the latter assuming the duties of OIC, Albro Lake Naval Radio Station.

Lieut.-Cdr. (C) J. B. C. Carling has taken up his duties as Flag Lieutenant Commander to the Naval Board and has been relieved as senior radio staff officer by Lieut. (C) R. M. Dunbar from Albro Lake.

Ord. Sea. Maxwell Stewart of CR 66 qualified trade group one with 94 per cent the highest mark of which there is any record in HMC Communication School.

The Matheson Flag Hoisting competition for the months of August and September has been won by CV 72, whose class instructor is PO George Mannix.

HMCS Iroquois

A large crowd of relatives, friends and well-wishers were gathered on Jetty 5 in HMC Dockyard on July 1, 1954, to bid goodbye to HMCS *Iroquois* as she embarked on her third tour of Korean duty.

The ship stopped briefly in Kingston, Jamaica and overnight in Balboa.

In Manzanilla, a beach party was organized while the ship completed logistics. Sandwiches and refreshments were taken and many officers and men who attended enjoyed swimming and softball.

The ship arrived in Long Beach on Friday, July 16. Many of the men enjoyed sightseeing in Los Angeles, Hollywood and Beverley Hills, but a good portion of the ship's company contented themselves by utilizing the many facilities in the large Long Beach Naval Station. An opportunity was provided to renew some naval acquaintances as HMC Ships *New Glasgow* and *Stettler* were at Long Beach on a courtesy call following a Cadet Training cruise.

The three ships slipped together on Monday evening July 19, the *Iroquois* destined for Pearl Harbour and the two converted frigates homeward bound for Esquimalt.

The *Iroquois* spent 12 days in Pearl Harbour, exercising almost daily with U.S. ships and submarines. The one weekend spent alongside was utilized in touring the island of Oahu.

The USCG *Iroquois* was also in Pearl Harbour. Two softball games were

played with members of the ship but, unfortunately, the Americans were victors on both occasions.

After brief stops in Kwajalein and Guam the *Iroquois* met the *Haida* and the *Cayuga* in Sasebo on August 22. Three days later the ship slipped in company with the *Haida* to embark on the first operational patrol of this trip in Korean waters.

HMCS Lauzon

Two of the ship's officers have been on special duty during the long-leave period since the *Lauzon* returned from the long spring cruise. Lieut. A. J. Geddes, who was slated to become Staff Officer UNTD at Acadia, Dalhousie and Nova Scotia Technical College, was one of those taking the Admiral's barge to the Bras d'Or Lakes during the annual leave of Rear-Admiral Roger E. S. Bidwell. Lieut. A. G. Murray, who has been carrying out the first lieutenant's duties in the absence of Lieut. E. J. Hyman accompanied a U.S. naval party in making preliminary surveys for the establishment of a hydrographic station on Nova Scotia's south shore.

Lieut. (E) B. J. Jennings has finally forsaken the sea and taken up an appointment on Supyard's staff in Halifax, and replacing him is Lieut. (E) Dennis Shuttleworth. Other newcomers to the wardroom are A/Sub-Lt. Morris Komarnisky from the *Quebec*, and Midshipmen J. B. Elson, John Harwood and J. D. Large from the *Ontario*.

Two of the ship's company, CPO A. R. Watson and PO John Drake recently picked up their third badges. As well, PO Drake was promoted to P1QR1. CPO Tait Clarke became a C1OT1 and was also rated a chief over six years.

Albro Lake Radio Station

The time has come for those on leave to hurry back to the station to rejoin their watches. A tardy few fall by the wayside and straggle aboard adrift to find themselves standing hat in hand before a frowning OIC.

A new era is evolving at Albro Lake Radio Station, as a result of the recent approval of a new operational building.

In anticipation of future staff requirements the complement committee approved a commissioned communication officer as main receiving room supervisor. Cd. Comm. Officer Charles J. Scott has been appointed to this post at Albro and is scheduled to arrive in late autumn.

A regulating petty officer, CPO Arthur J. Hannaford, joined the station early in August and took over regulating duties from CPO Herbert W. Cooper, who left to join the instructional staff of HMC Signal School at Cornwallis.

For the first time in the history of the RCN, a facsimile broadcast has been provided for the North Atlantic, by Halifax Radio. Preliminary trials have been completed and early in September, facsimile transmissions of weather maps and comic strips added a new phase to the CW and Ratt broadcasts.

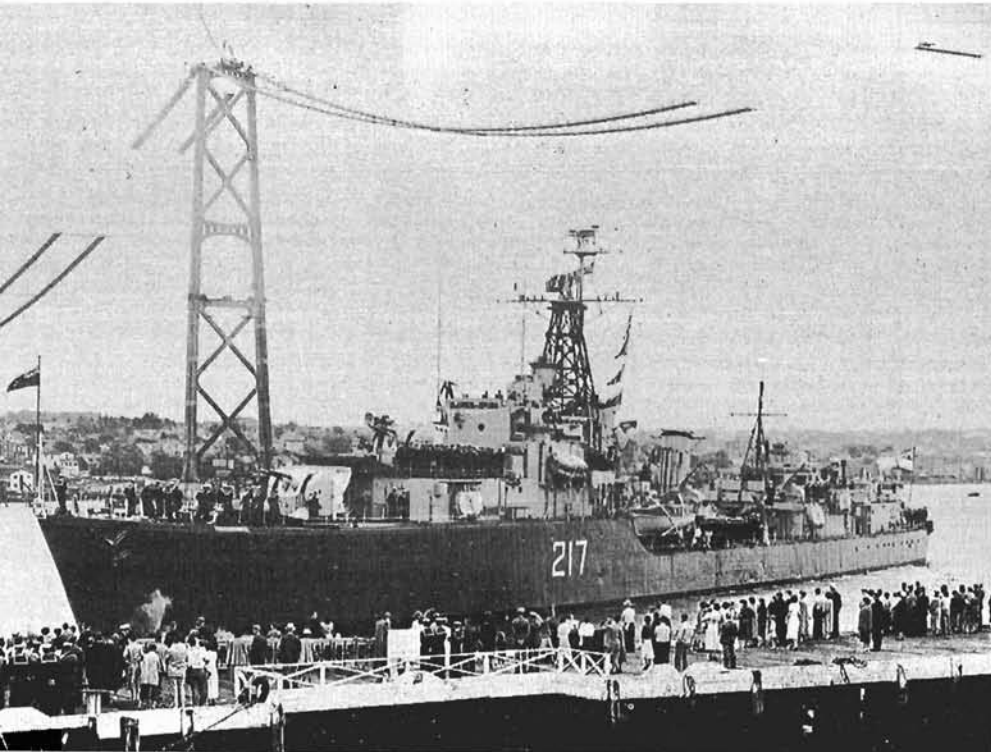
HMCS Portage

The *Portage*, in company with the *Wallaceburg*, arrived in Halifax July 22 on completion of Cruise "Charlie" and immediately launched into preparation for Navy Day the following Saturday.

There is no need to go into detail regarding the weather, about which much will have been written; suffice it say that the party landed for the parade returned very wet indeed.

Happily, though, the afternoon proved more successful. The ship was opened for visitors and took part in the demonstrations being carried out for the public's interest as well as service, and as a "grandstand" for other events.

On the following Monday, the cadet-training class left the ship on being relieved by Haida Division for Cruise "Dog" and the *Portage* and the *Wallaceburg* sailed for Chedabucto Bay, arriving that evening. After mooring ship and various other exercises the ships sailed for Charlottetown, P.E.I., and arrived there, having completed jackstay transfer and towing exercises on Friday, July 29.



A pleasant weekend was enjoyed by the ship's company after a rather active week's work. His Honour the Lieutenant-Governor entertained officers and cadets at a ball on Friday evening. Various activities and tours were engaged in during the weekend and for many, the time spent in Charlottetown was much too short.

Monday morning the ships sailed for Seven Islands Bay. During the stay in Seven Islands, the inevitable regatta was held, the *Portage* this time won most of the events and returned the "Captain's Dollar" to its old position (framed on Sick Bay Door), having lost it the previous trip.

On Thursday, August 5 the *Portage* having assumed a new role, that of OTC, as a result of the sudden illness of the commanding officer of the *Wallaceburg*, led the training group from Seven Islands and proceeded towards the city of Quebec. An enjoyable weekend was spent in the ancient city by all hands and the following Monday both ships sailed for Halifax. While in Quebec,



The newly-appointed commanding officer of the coastal escort *New Liskeard*, Lt.-Cdr. Maurice A. Turner (left), is seen on the bridge of the ship with his predecessor, Lt.-Cdr. Robert L. Ellis, who has been appointed to *Stadacona*. (HS-32206)

Venerable Supply Building to Go

As a consequence of the letting of the contract for the new supply building, one of the venerable landmarks of *Naden* will be demolished in the near future.

The present supply building, facing on the old parade square, was built in 1873. It was a hospital originally but during its long and useful existence housed many and varied activities.

When Lt.-Cdr. C. T. Beard was placed in command of the newly-commissioned barracks of *HMCS Naden* in 1922, a difficult phase of his work was to direct the conversion of the red brick bungalow building into naval barracks, among which stood the old Royal Naval Hospital.

What is now general stores was transformed from a hospital into a mess deck. The stationery stores was the preparing room and between them was the main galley. Many retired chief and petty officers will recall how their brown bear mascot would get out of hand, sweep the mess table clear of eating utensils and begin to drink all their milk. That was the galley.

Just before coming down the steps facing the beef screen was another door entering into the dry canteen. The quarterdeck was located just outside the eastern end of the messdeck, facing the small parade square. The old quartermaster's P.A. station can still be seen, though it has long been silent.

Partially on the site, but taking up a much greater area will rise a functional three-storey building of advanced design. It will lie between the old gymnasium and Nelles Block. The new building will house all supply activity under the one roof, greatly simplifying supply operation and administration.

Lieut. S. G. Tomlinson, bid farewell to the ship after having served in her for almost two years. He has taken up a new appointment in Ottawa.

The Saguenay Division of Cadets having joined and settled in, over the weekend, the ship sailed again on Monday morning for St. Anne's Harbour, Cape Breton Island, on the final training cruise of the season. A pleasant two days lying at anchor was spent there and, during this time, cadets were instructed in boatwork, anchoring and mooring.

On Thursday, August 19, the ships sailed for Gaspé where they arrived on the following day, after a full program including towing fore and aft, passing jackstays, gunnery shoots and depth charge firing. When the depth charges were fired, the ships were stopped and boats sent away to retrieve the fish. About 500 pounds of fish were collected.

HMCS Buckingham

Known affectionately as the "Little Maggie" from the fact that her commanding officer, Lieut.-Cdr. (P) John Roberts and her first lieutenant, Lieut.-Cdr. (P) Donald Knox are both seasoned naval aviation pilots, *HMCS Buckingham* completed her frigate conversion in Vickers, Montreal, and was commissioned on June 25. After some time in Halifax she was attached as a training tender to *HMCS Cornwallis* to provide sea experience for new entries in the RCN.

Divisions of 60 to 80 new entries are embarked once a week and, for a period of five days, receive practical instruction while also fulfilling regular duties on the watch and quarter bill. Although such records might be difficult to establish, it is highly probable that no other ship in the RCN has raised and lowered its boats more often, secured and slipped from a buoy more times, or prepared to tow forward or aft more frequently in a period of less than three months than has the *Buckingham*. At any time of the day, new entries clad in working dress with their distinguishing shoulder patches can be seen dashing about the deck in answer to the commands of instructors. Yet all the while the ship is at sea, and only the bravely bored dare to yaw!

But not all the time spent by new entries in the *Buckingham* is devoted to instruction. Each week there is usually a port of call and the new entries have opportunities for leave—sometimes on foreign soil! Recently the ship paid a brief visit to Portland, Maine, and received a warm welcome from the staff officer of the Reserve Naval Training Station as well as from the city manager, city engineer, fire chief and other civic officials. Indeed, when the ship sailed she was escorted out of the harbour by the city fire tug, which led the way in a multiple fountain of water.

Not all the ship's company of the *Buckingham* are concerned with training, and although their numbers are re-

duced in order to permit accommodation for trainees, the lack is more than made up in quality. During the visit to Portland a fine gesture was made by PO A. E. Kelly who heard that a benefit show was being held to raise funds for the Community Chest and promptly volunteered his services. An accomplished entertainer, PO Kelly borrowed a guitar and won considerable applause with his yodelling.

Although there are a number of talented entertainers on board, the ship's company of the *Buckingham* derive considerable enjoyment from another source, for there are probably few RCN ships—at least of comparable size—which can proudly point to three television sets! The wardroom was happily presented with a beautiful set by Vickers on commissioning, but not to be outdone (and funds being available) additional sets were purchased for the cafeteria and the chief and petty officers' mess. Since telecast facilities in the *Cornwallis* area are somewhat limited, there is little variety in the programs chosen on the three sets, but the *Buckingham* stands ready for the future.

NAVAL DIVISIONS

HMCS Queen

With the opening of the 1954-55 training year prospects appear bright in the Queen City naval division. The fast approaching completion of the new naval barracks, located on the shores of Wascana Lake, will enable an enlarged training program to be undertaken.

The first item of the training season was a visit to the almost completed building by the ship's company. Enthusiasm and interest were much in evidence.

Following the visit, Cdr. William Haggett, commanding officer, reviewed the accomplishments of the past training year. It was noted that the increase in the number of reservists participating in Naval Training and the high standard of training reports were a source of satisfaction. At the conclusion of this meeting Ordnance Lieut. H. G. Holmes presented the new naval film "In Line of Duty".

Under the direction of Lieut. H. G. Holmes, who is the RCN recruiting officer, the naval display at the Regina Exhibition was very effective. Attendance figures indicated that upwards of 40,000 persons passed through the display during the week.

Personnel changes at this report are: Lieut. G. W. S. Brooks, Staff Officer (Administration), has taken up his new appointment as Schools Relations Of-

ficer in this area. He has been relieved by Lieut. B. N. Webber as Staff Officer (Administration).

Lieut.-Cdr. S. A. Greig, supply officer, is being relieved by Lieut. (S) A. R. Shields. Lieut.-Cdr. Greig is returning to civilian life, and the Active List, RCN(R).

An RCN(R) transfer was effected for CPO D. K. Ogilvie, from *Chippawa*, Winnipeg, to Regina.

Ord. Wren O. R. Peart, of *Cataraqui*, has been present at a number of parades while employed in the Regina area. It is expected that she will transfer to this division in the near future.

HMCS Scotian

On Saturday morning, September 11, the coastal escort *Granby*, tender to the Halifax naval division, cast off from Jetty One with her complement of *Scotian* personnel and headed out to sea.

This first trip to sea for six Wrens had originally been arranged for the

Former Frigate Luxury Yacht

What becomes of old Canadian warships?

Some (according to possibly truthful legend) have been converted into razor blades; others have become tugs or coastal passenger and freight vessels. Still others are serving in foreign navies across the world.

The happiest fate of all, according to a recent Reuters despatch from Kiel, Germany, has befallen the former HMCS *Stormont*, a frigate whose men claimed she was one of the most sea-going ships in the Royal Canadian Navy, with service in the North Atlantic, the Arctic and European waters. She destroyed 18 drifting mines and was part of a striking force that sank three U-boats and probably a fourth.

Bought from Canada in 1948 by Aristotle Sokrates Onassis, owner of the world's biggest tanker fleet, the *Stormont* was taken to Kiel in 1952.

Now she has emerged from the Howaldt shipyard, streamlined and gleaming white, as the world's most luxurious yacht, the *Christina*. All that remains of the old *Stormont* is the hull and the engines.

She is reported to have nine guest cabins, each with a marble-fitted bathroom. There is a swimming pool whose mosaic floor bears a scene of ancient Greek history. At the push of a button the pool drains and the bottom rises to become a dance floor.

She sailed the other day from Kiel for an unannounced destination, a former German naval officer, Captain Thienemann, in command. Her crew and her guests will probably never know that on her decks 10 years ago a Canadian sailor died when the ship came under fire from a German shore battery.

afternoon, but plans were changed to accommodate another sea-going lady—Hurricane Edna.

Darkening skies and an increasingly heavy sea accompanied *Granby* as the Wrens inspected the ship. Despite the heavy roll, they investigated thoroughly the engine room, operations room, the galley (no evidence of seasickness even here) and finished up with the bridge.

It was generally agreed that the highlight of the trip was dinner on board. Swaying from the galley to the mess deck with a tray full of food, narrowly escaping a painful bump or two from head-high obstacles all added to the fun of our first cruise on board one of Her Majesty's Ships.

On Thursday afternoon, September 2, the Wrens from *Scotian*, under Sub-Lt. (W) Jean MacLeod, assembled at the airport at Shearwater to welcome HRH the Duchess of Kent and her daughter, the Princess Alexandra. As the Royal couple stepped off the plane, they were met by a round of applause.

After inspecting the guard of Wrens from *Cornwallis*, the Duchess and Princess Alexandra then entered a bright canary yellow convertible and drove the length of the field through files of Wrens and officers, smiling as they passed by. During their two-day stay in the Nova Scotia capital, the Duchess and her daughter, Princess Alexandra were met with warm enthusiasm and proved to be popular guests.

Officers of the *Granby* received a wet but peculiarly warm welcome when they called at Portland, Maine, during a 11-day August training cruise.

Commander W. Graham Allen, commanding officer of *Scotian*, and Lt.-Cdr. Daniel P. Brownlow, captain of the *Granby*, splashed in the rain to Portland's city hall to visit City Manager Julian H. Orr, and found a brand new coffee pot ready for christening.

When officers of the Royal Navy cruiser HMS *Sheffield* visited Portland in July, City Manager Orr decided that a cup of coffee would add a sociable touch to official naval visits. So he ordered an eight-cup percolator. The Canadians were the first to use it.

During the *Granby's* visit to Portland, Commander Allen and Lt.-Cdr. Brownlow and other officers also viewed change of command and regular drill ceremonies of United States naval reservists at the South Portland Naval Reserve Training Centre.

Earlier in her cruise, the *Granby* sailed through the Cape Cod Canal to Woods Hole, Mass., where officers and men visited the U.S. Marine Biological and Oceanographic Institutes, and also called at Boston and Liverpool, N.S.

Five Busy Days in Tokyo

Maple Tree Planted as Lasting Souvenir of Visit

FIVE DAYS alongside were just about the busiest spent by HMCS *Haida* since her arrival in the Far East.

The occasion was the *Haida's* goodwill visit to Tokyo, highlighted by her participation in Dominion Day observances on July 1.

The warship, commanded by Captain J. A. Charles, Commander Canadian Destroyers Far East, berthed at Tokyo's Shibaura Dock at 0900 on June 27, and when she sailed five and a half days later, there was no doubt in anyone's mind, whether Japanese or Canadian, that the goodwill visit had been a resounding success. The tired Canadian sailors sailed from Tokyo with many happy memories and a deep appreciation of the warm-hearted hospitality they had received in the huge metropolis.

Minutes after the *Haida* berthed, Mr. Kinichi Takenaka, of the Tokyo Metropolitan Government, handed Captain Charles an ample supply of free tram-car and bus passes for the ship's company, as well as two bundles of brochures describing Tokyo's many attractions. An hour later, 30 *Haidas* were off on a five-hour tour of the city, under the guidance of Miss Kathryn Skinner, of the Canadian Red Cross. That evening, the captain and ward-room officers were hosts to nearly 20 employees of the Canadian Embassy and Canadian Red Cross at a buffet supper on board.

The buffet was the first of a round of social functions that continued daily during the ship's visit. The following evening the *Haida* was host at an official reception to about 90 guests, including Canadian, Japanese, United States and British dignitaries of the diplomatic corps, government and military commands. The captain was host at luncheon on the following day and at dinner on the eve of July 1. The *Haida's* cooks and stewards worked hard to turn out a first-class job on each occasion—which earned them a well-deserved commendation from the captain and all concerned.

The commanding officer and officers were guests of Brigadier R. E. A. Morton, Commander Canadian Military Mission, Far East, at a reception at his home, and also attended the July 1 garden party at the Canadian Embassy.

The Maple Leaf Club was the centre of attraction for the men on July 1 and there they joined members of the Canadian Army and others of the Canadian community in Tokyo at a buffet luncheon sponsored jointly by the Canadian Red Cross and Canadian Army. A personal gift of refreshments to the men of *Haida* from the Canadian Ambassador to Japan, Hon. R. W. Mayhew, added to the festive occasion. Captain Charles, on behalf of *Haida's* ship's company, presented a crest of the ship to Miss Skinner and Capt. John Roy, of the Maple Leaf Club, in appreciation of the hospitality that the men had enjoyed there.

The morning after the *Haida's* arrival, Captain Charles, accompanied by Brigadier Morton, made his official calls, sped on his way by a motorcycle escort provided by the Tokyo Metropolitan Police. Captain Charles was received by the Canadian Ambassador, the British Chargé d'Affaires, H. N. Brain; Mr. Seiichiro Yasui, Governor of Tokyo; Mr. Iemasa Tokugawa, president of the Japan-Canada Society; Mr. E. Tanaka, superintendent of police, and Col. K. T. Brunsvold, commanding officer of the Tokyo Quartermaster Depot.

That afternoon the *Haida's* ball team played a game of Japanese softball against a team from St. Paul's University, and although they lost the ab-

breviated match, 4-0, many friendships were made. The first ball was pitched by Tokyo's deputy-governor, Mr. Hikosaburo Okayasu, prior to which the two teams exchanged presentations of a ship's crest and a pennant commemorating the event. After the game the teams mingled socially at a nearby reception room, and the following day the Canadians were hosts to the Japanese students on board.

On June 29, Captain Charles received return calls from the Canadian Ambassador, who, despite a recent illness, expressed a desire to meet and chat with crew members. He spent an hour with sailors from nearly every province. Other calls were made by Mr. Brain, Mr. Okayasu, on behalf of the Governor, and by Col. Harwood.

One of the highlights of the visit occurred on June 30, when Captain Charles planted a Canadian maple tree in Tokyo's Hibiya Park as a token of friendship between Japan and Canada. The ceremony was attended by the deputy-governor; Mr. J. C. Britton, commercial counsellor at the Canadian Embassy; Brigadier Morton and other Canadian and Japanese officials, as well as a detachment of officers and men from the *Haida*. Following the ceremony, Captain Charles and others of the official party were guests of the Tokyo government at a reception.

HMCS *Huron* moved astern into the stream to start her long journey to the Far East and her third tour of duty. She will relieve HMCS *Haida*.



The ship had numerous visitors throughout the visit, and at times the upper deck could be mistaken for New York's Grand Central Station. The day the *Haida* arrived, 50 Japanese Sea Scouts, complete with band, arrived on board for a look around. Subsequent visits were made by 60 members of the Japanese Coastal Safety Agency and Maritime Safety Board and by design engineers from Japanese shipyards. Hundreds of visitors took advantage of "open ship" on the afternoon of July 1, but the most popular guests were 40 youngsters from two Japanese orphanages, who were royally entertained to rides on the gun mounts and, best of all, to a party in the forward messdeck, where ice cream, chocolate milk and cake were the highlights on the bill of fare. Shortly after the orphans departed, about 175 children from a Tokyo primary school swarmed on board.

Rain forced cancellation of a ball game between *Haida's* team and one from the Japanese Coastal Safety Agency.

On the morning of July 1, Mr. Britton, on behalf of the Canadian Am-

bassador, visited the *Haida* and made rounds through the messdecks to chat with the men. On that day, the sun broke through heavy rain clouds for the first time since the ship's arrival, and the *Haida*, dressed overall, presented a smart appearance for the occasion.

The visit produced its lighter moments, though at the time they did not seem so humorous. Perhaps the most amusing event occurred during the captain's luncheon. Five guests had been invited—just enough to seat comfortably at the table in the Captain's cabin. Just before the guests were seated, however, a Japanese gentleman appeared on board for lunch, and was ushered to the Captain's cabin. The stranger was duly received, the seating arrangements were revised, and all sat down, elbow to elbow, to enjoy lunch.

Only later did the Captain learn that the stranger was actually a luncheon guest of one of his officers. While the newcomer was enjoying his repast in the Captain's cabin, his host was on the telephone trying to find out why he had not kept his luncheon date.

The Little Grey Schoolhouse

HAVE YOU ever been to HMCS *Naden* and seen that drab old building on whose front hangs the magnificent sign "Educational Training School"? No doubt you have. But have you ever ventured inside its pearly portals and seen what a hive of activity it really is?

Here is where members of the famed Prep School, those unsung heroes of the battle for education, take on an eight-month endurance course. Regardless of how small and old this building may be, a remarkable amount of learning is attempted under its roof each year.

At present there are five instructor officers on the staff of the Preparatory School. Theirs is not an easy task, for sailors are not always perfect students.

In the Preparatory School there are men of nearly every rate and branch, gathered together in one big class. The present class is fortunate in having in its midst a Meteorological Observer who, on the strength of his previous training, is able to give a not-too-accurate weather forecast each day. Then, too, there are Gunnery Instructors, strangely quiet when so far from their beloved parade deck. All in all, the 28 members of the "Prep School '54" make up as representative a group of naval men as can be found anywhere.

In order to qualify for the Prep School a man must first be selected as a CW candidate. Then, if he has not already done so, he must obtain CIET standing in certain subjects required by his branch. This he must do in his own time, but once again he is able to turn to the "schoolie". Having obtained the necessary qualifications, the man appears before a Fleet Selection Board whose members determine which would be the most advantageous way to fit him for commissioned rank.

There are four main avenues of promotion open to men completing Prep School.

First there are the young executive aspirants who, on successful completion of their course, go on to attend one of the Canadian Services Colleges.

The next group include the university candidates most of whom will be "coloured stripers". They are other than executive candidates and so must obtain a university degree in their chosen branch before receiving a commission.

The third group constitutes the Upper Yardmen. On successful completion of Prep School the men of this group leave for England to undergo an intensive period of both scholastic and professional training, directed toward their chosen branch.



A civil servant with more than 30 years in the service of the RCN's supply branch at Naval Headquarters, Miss Katherine Bastedo was presented on her retirement recently with a certificate of meritorious service, signed by the Minister of National Defence. A. B. Coulter, of the Deputy Minister's office, made the presentation. Miss Bastedo was given a bouquet of roses and a gold wrist watch by her friends in the department. (O-6950)

Last, but by no means least, comes the largest group, the Branch Officers. Many of the men in this class are senior Chief Petty Officers who, on successful completion here, undergo a course in their own branch before receiving their commissions.

The number of subjects a man must take in Prep School varies according to the avenue of promotion. Seven are required of all Canadian Services College and university candidates. The subjects taken include English, French, mathematics (algebra, geometry and trigonometry), chemistry, and physics. He is also given a sound course in leadership, aimed at preparing him for his career as a future officer in the Navy.

The course as a whole is most difficult. The studying hours are long and the holidays few. The 1600 secure is forgotten and week-ends pass unnoticed. There is, however, a lighter side to the picture. There are three sports periods a week. The keen spirit shown by all during these welcome changes is evidence that they are very much alive and still able to pursue a somewhat normal way of life. Besides this, there have been several week-end get-togethers, and the usual "Just had an off day" golf stories.

Thus, with the brighter side of the picture in our minds, we press on, always remembering Longfellow's words: "The heights by great men, reached and kept, were not attained by sudden flight, but they, while their companions slept, were toiling upward in the night."
—S.C.W.

Medals From Two Queens

*Sailor Who Joined in '96
Now Guides Lakefield
Sea Cadets*

TWO QUEENS have recognized the merits of Warrant Officer George Moore Lee, DSM, RCSC, now in charge of the Sea Cadets Corps of the Lakefield Preparatory School, at Lakefield, Ont., near Peterborough.

The 73-year-old sailor today looks back on 58 years of naval service, including 28 years on board a long list of Royal Navy ships. Awarded the Queen Victoria Medal for South African Service in 1904, he this year received the Queen Elizabeth II Coronation Medal from Cdr. W. A. Childs, CD, Senior Liaison Officer, with Commanding Officer Naval Divisions, Hamilton.

With the Lakefield Corps for over 13 years, "The Chief" (a name that has clung despite the thin-stripe) paddles to work daily a mile from Lakefield, except when the river is frozen. Mr. Lee now has a row of seven decorations; his naval career spanned some of the most exciting postings in the Royal Navy.

As much as his medals and ribbons, the Chief values the parchment service certificate which has recorded his naval career from the day he joined at Portsmouth on August 31, 1896, just three weeks after his fifteenth birthday.

Warrant Officer George Moore Lee, DSM, RCSC, in charge of the Lakefield Preparatory School Sea Cadet Corps, last year received the Coronation Medal from Commander W. A. Childs, Senior Liaison Officer, on the staff of the Commanding Officer Naval Divisions, Hamilton, while Lt.-Cdr. Kenneth W. With, at that time Assistant Area Officer Sea Cadets, Eastern Area, looked on.

It records his growth from five feet, one and a half inches, to five feet, eight and a half and the change over the long period of his service of his hair from brown to grey. It shows a solid row of "VGs" in the conduct column and the growth of his ability from "VG" to "Superior" and "Excellent".

The upper right-hand corner of the yellowed document is, of course, still intact. The wording printed in a bordered triangle in that corner of the certificate was intended by the Royal Navy as an additional incentive to good behaviour. The foreboding text reads:

"The corner of this Certificate is to be cut off when the Seaman or Marine is discharged with a bad character, with disgrace, or with ignominy, and when specially directed by the Admiralty. All such cases to be specially reported."

The difficulty with which the holder of such a mutilated certificate would have in obtaining employment even remotely connected with the armed forces or seafaring can be readily appreciated. No such handicap was imposed on the owner of a certificate with character and ability ratings, such as those given to Mr. Lee, and, in fact, it was a document

which could be proudly presented to any prospective employer.

On being enrolled at Portsmouth as a Boy Seaman Second Class, he was immediately drafted to HMS *Impregnable*, one of the original, square-rigger training ships.

"There," he now recalls, "I learned to tie everything from a reef to a double carrick-bend."

He attended the Diamond Jubilee of Queen Victoria in the training brig *Pilot* and later acted as messenger in HMS *Majestic*, flag ship of the Channel Fleet, to Captain Prince Louis of Battenburg, father of Lord Mountbatten. He was then drafted to HMS *Alexandra*, which carried the gold to pay for the Suez Canal. During the Boer War in South Africa, he served in the cruisers *Forte* and *Philomel*, which played an important part in stopping the slave trade off the African East Coast.

Made a Petty Officer in 1904, his First World War service was highlighted by his volunteering for command of HM Smack *Pet*, an experimental boat, with a complement of four ratings and four fishermen and a three-pounder, camouflaged to look like part of the deck housing. A lance-bomb—an explosive charge on the end of a long pole—was carried in lieu of depth charges, which were just being invented.

The disguised fishing smacks were tiny, 90-ton versions of the later-to-become-fambus "Q ships", and were utilized on the North Sea fishing banks because the presence of a large ship would immediately arouse suspicion.

By the time (then) Petty Officer Lee reached his area of operations off Suffolk in August 1915, unsuccessful attacks had warned the U-boat commanders of the presence of the armed smacks. The UB class submarines had been armed with quick-firing guns and opened their attacks at long range.

Thus, when a UB boat came on a fishing smack on the morning of August 24, it opened fire at 1,000 yards with a dozen rounds, according to the Admiralty report. The ship, says the report, "proved to be the armed decoy *Smack Pet*, commanded by Petty Officer George Moore Lee, the first petty officer to command a man-of-war in action for many years.



"Petty Officer Lee seems to have made no attempt to lure the enemy by a feigned surrender. He replied with nine rounds, registering as he thought three hits on the conning tower. The submarine dived: but reappeared 40 minutes later with a pole up as if to send a wireless message. Again the *Pet* fired, the range being 1,100 yards, and one more hit was claimed by the gun's crew. Once more the enemy reappeared, this time at 100 yards range, evidently to fire a torpedo. It missed by about 12 feet.

"The submarine's momentary appearance enabled four more hits to be put into her; she heeled over at an angle of 45 degrees and sank nose down, her planes being visible as her stern disappeared."

For this action, regarded by Captain Alfred A. Ellison, captain-in-charge, Lowestoft, as "undoubtedly successful", the Chief was awarded the Distinguished Service Medal and £1,000 was divided among the crew. In the chapel at the Grove School hangs a White En-

sign, which was flown by the *Pet* and which was presented to Petty Officer Lee as a memento of the 90-minute battle.

He was promoted to Chief Petty Officer on April 1, 1919. His last berth afloat, before being posted as Chief Seamanship Instructor to the training establishment, HMS *Ganges*, was on board the *Kinsha*, a paddle-wheel gunboat, on patrol in the Yangtse River.

Discharged ashore in 1922, he stayed with the RN reserves for two years, then permanently crossed the Atlantic to make his home in Canada. He volunteered for the RCN at the outbreak of the Second World War and, although 58 at the time, passed his medical, but it was felt that he could best be of service as an instructor at the Lakefield School.

As well as the medals from the two Queens and the DSM, Mr. Lee's decorations include the Somali Medal, the RN Good Conduct and Long Service Medal, and two First World War campaign ribbons.

that she is skimming the waves with a minimum of effort and contact. She has twin screws, powered by steam turbines through single reduction gears, and two boilers. These give her a continuous cruising speed of 21 knots for prolonged periods, making her capable of meeting all demands that may be made upon her in both peace and war.

The *Quebec*, accustomed for many months to steam independently, knuckled down to station keeping and the discipline of steaming in company until at noon on the 20th came the time for farewells. The *Quebec* signalled to HRH the Duke of Edinburgh her ship's company's acknowledgement of the honour of having acted as his escort, sent loyal greetings to the Queen and the Royal Family, and apologized for the local weather, with the consoling comment "but at least it blew us in the right direction".

His Royal Highness thanked the *Quebec* for her message. "I much appreciate having *Quebec* as my escort," he continued. "Since you have come so far, your ship is looking very well. I am sorry I did not have a chance to visit her. Many thanks and good luck to you all."

When the time for parting arrived, the *Quebec* drew close alongside the *Britannia*, fired a Royal Salute of 21 guns and sent up three cheers from her ship's company lining the guardrails. As, beneath an overcast sky, the two ships drew apart, each towards its respective home. His Royal Highness could be seen on the wing of the bridge, waving a final farewell.—H.R.P.

Quebec Proud Escort for a Regal Lady

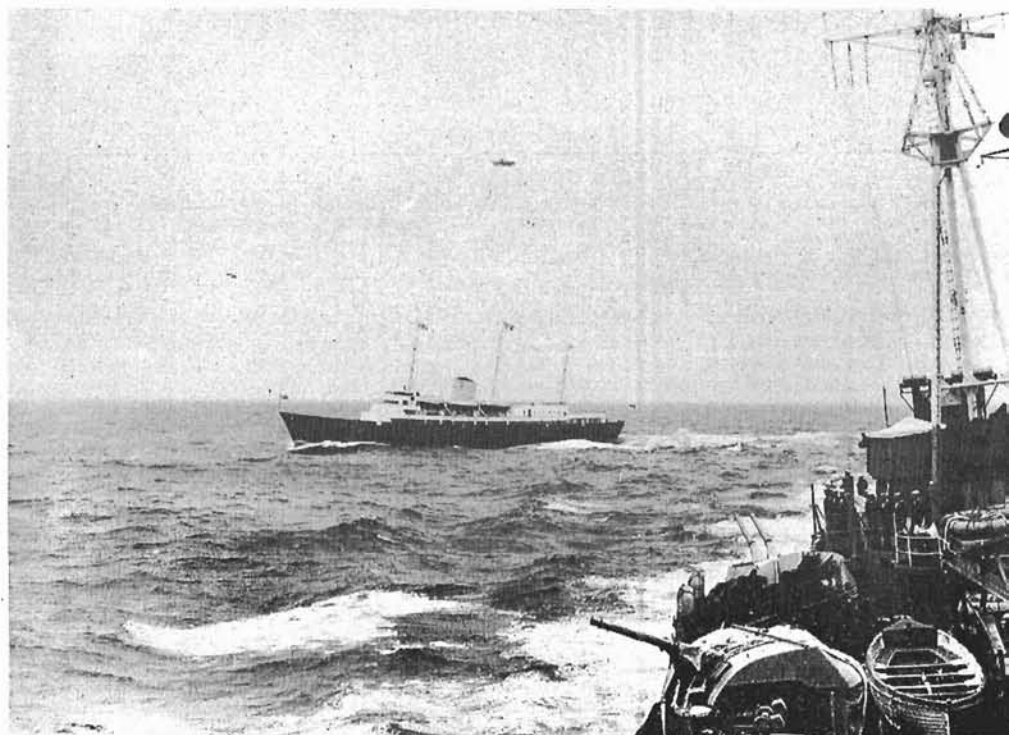
AS DAWN brightened over the dark placid waters of Goose Bay, she appeared, pointing her proud, eager bowsprit to the sea. There was no possibility of mistake: in every line, in every inch of her, majesty was implicit and manifest. Combining a sailing ship's beauty of line with a warship's assured air of more-than-adequate power, HMY *Britannia* was the cynosure of many sleepy eyes as she combed her three slender masts along the sky and headed with her royal passenger for home.

The Royal Yacht left harbour preceded by HMC Ships *Micmac* and *Quebec* and took station astern as they passed. The sheltering shores slid astern. There was perceptible at once an increasing swell which set the ships in spirited motion but did not greatly impede the transfer of an appendicitis victim from the *Quebec* to the *Micmac*. The *Britannia* rode it, as it worsened, with an easy grace not unmingled with a suggestion of youthful enjoyment.

During the afternoon of August 18 the *Micmac* cheered the *Britannia* and detached to return to Halifax. The *Quebec* took station to starboard, and the two ships began the long haul, during which the *Britannia* became a familiar object on the *Quebec*'s horizon and gave rise to constant speculation.

The *Britannia*, designed for wartime conversion to a hospital ship with an absolute minimum of work and delay, left the Clydebank slips of John Brown Ltd. in April 1953. She displaces a deceptive 4,000 tons for her overall length of 413 feet and her 55-foot beam, while her 16-foot draught belies the illusion

From the deck of HMCS *Quebec*, the Royal Yacht HMY *Britannia*, is pictured steaming for home, wearing the flag of His Royal Highness the Duke of Edinburgh. The picture was taken just after the *Quebec* had cheered ship and was turning back to Halifax. (QB-1527)





The Navy Plays



Navy Captures Mainguy Trophy

A 12-man team from the Royal Canadian Navy Sailing Association defeated a similar team representing the Royal Canadian Yacht Club, Toronto, for the newly-donated Mainguy Trophy.

Sailing Dragon class sloops of the RCYC, six boats per side, the RCNSA compiled 153½ points to the Yacht Club's 147½ for the two-race series, held late in August in Toronto.

The new trophy, donated by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, will be competed for annually by the RCN Sailing Association and the Royal Canadian Yacht Club.

Members of the Navy team were Capt. A. B. Fraser-Harris, Cdr. (E) Frank Harley, Lieut.-Cdr. B. C. Hamilton and Lieut.-Cdr. A. A. Turner, of the Ottawa Squadron; Cdr. F. W. H. Bradley, Lieut.-Cdr. (E) G. H. F. Poole-Warren, CPO Charles F. Church and CPO Henry J. Lawrence, Halifax Squad-

ron, and Lieut. W. A. Reeve, Lieut. R. G. Wilson, Cd. Officer (SB) George Dixon-Lennett and AB Jack L. Emsley, Hamilton Squadron.

Shearwater Busy In Summer Sports

The Nova Scotia and Maritime softball play-downs saw *Shearwater* down its first opponent, Hubbards, in two straight games, and lose its first game with the next opponents, the Lunenburg team.

In baseball, the *Shearwater* team reached the finals, only to be defeated by the Halifax Crescents in the best 3 out of 5 series.

With the season for Canadian football approaching, the *Shearwater* squad had started training. The average turn-out of 68 men promised to give coach Lieut. J. P. Dean plenty of material to work with.

On August 13 the *Shearwater* rowing team took part in its first competitive

meet in Bridgewater, N.S. The rowers made a good showing, although they bowed to the longer training and experience of the Micmac AAC team, from Dartmouth.

Members of the Navy team were AB George Degabro, Sault Ste. Marie; AB William Kowalski, Toronto; Ord. Sea. James McFarlane, Vancouver; Ord. Sea. Cecil Scouse, Saint John, N.B. and AB Robert Matchett, Brantford, Ont. (substitute).

Golf Results Announced

Lieut.-Cdr. (E) R. J. Hawkesworth won the 1954 Class "A" handicap golf tournament of the Naval Headquarters Sports Association. Commodore H. N. Lay was runner-up.

In Class "B", Lieut.-Cdr. D. D. Lee was the winner with G. Dakin, of the Directorate of Matériel Identification and Cataloguing, runner-up.

Commander (L) G. H. Dawson is the association's golf convener.

In the inter-departmental competition, held September 2, the Executive Branch took top honours. Runner-up was the Technical Branch team.

Gunnery School Wins Rifle Event

The Gunnery School "A" Team of *Stadacona* won the rapid-fire division of the Inter-Service Rifle Meet at Bedford in September.

Members of the team were CPOs Douglas Clarke, who also won individual honours, Archie Moore, Howard Oliver and George Lauder. Following the meet the team was presented with the Stairs-Borden trophy.

Two "L" School Teams in Money

In the annual track and field championships held on the *Stadacona* recreational field in August, Electrical School walked away with the meet, taking first and third with A and B teams respectively. Supply School came second, with Ldg. Sea. N. S. Taylor of Supply turning in the outstanding performance of the day, winning the 220-yard dash and the pole vault.

In softball, the *Stadacona* team is in the semi-finals of the Halifax Inter-

The outstanding sports event of the summer at Naval Headquarters was undoubtedly the cricket match between headquarters cricketers and a strong team from HMS Sheffield, during the cruiser's visit to Montreal. The game was notable for the fact that the Ottawa players won and that two distinguished spectators toward the end of the match were His Royal Highness the Duke of Edinburgh and His Excellency the Governor-General, the Hon. Vincent Massey. Shown here are the team members. Presented to the Duke of Edinburgh were the three officers in the centre of the second row: Constructor Commodore Rowland Baker, president of the Ottawa Valley Cricket Council; Lieut.-Cdr. P. D. Gilmour, captain of the Sheffield team, and Captain D. G. King, captain of the Naval Headquarters team. (Photo by Newton Associates, Ottawa)



mediate Softball League, playing off against the RCAF. CPO Reg. Skinner is the leading pitcher, and PO John Strachan and CPO Frank "Darky" Lowe the leading hitters.

Stad's Intermediate baseball team was eliminated in the semi-finals of its league by the Halifax Crescents, two games to none. Much of the credit for the *Stadacona* showing during the season goes to AB Joe Perron, whose hitting and pitching were big factors in the games.

In the Senior Provincial Swimming Meet at the Waegwoltic Club, the *Stadacona* team won the high aggregate with 72 points.

Hunter Tops Regatta Events

Personnel from HMCS *Hunter*, the naval division at Windsor, placed first in seven out of ten events in a regatta held in September with HMCS *Prevost*, London, at Port Stanley, Ontario.

The *Hunter* contingent won the men's whaler pulling contest, the war canoe race, men's whaler sailing and officers' and men's dinghy sailing events and rifle and revolver shoots.

Navy Big Winner In Highland Games

A picked team of 11 men from *Stadacona*, *Cornwallis* and *Shearwater* attended the Track and Field Sports at the Highland Games in Antigonish, N.S.,

The winner of the 440 and 220 events in the Nova Scotia British Empire Games trials, was Ldg. Sea. John Carruthers, Verdun, P.Q. Although he won the 440 with a time of 53.1, he was three seconds slow for qualifying time. (HS-31472)



These sharp-shooting members of the RCN Atlantic Command Rifle Club chalked up an enviable record in the annual week-long shoot of the Dominion of Canada Rifle Association, which ended August 14 at the Connaught Rifle Range, near Ottawa. The navy marksmen captured the Borden, Sherwood and MacDonald trophies. Approximately 700 competitors took part in the annual rifle shooting event. The RCN participants were; front row, left to right: CPO E. A. (Archie) Moore, CPO Douglas R. Clarke, CPO Howard Oliver, all of Shannon Park; and Lieut. John Abraham, Halifax. Back row: Lieut. T. F. Baines, Toronto; UNTD Cadet William Waring, Saint John, N.B.; Ldg. Sea. Ronald Norris, Brantford and Ottawa; and Wren Dorothy Turner, of Regina. All are attached to HMCS *Stadacona*, with the exception of Wren Turner, who serves in HMCS *Shearwater*, the Naval Air Station near Dartmouth, N.S. (O-7199)

In a hectic "do or die" effort at Brantwood Park August 19, the Naval Headquarters team of HMCS Bytown defeated HMCS Gloucester (Naval Radio Station) 14-9 to capture the Ottawa Naval Area Softball championship in a best-of-five series. Bytown's victory was due, in no small measure, to the coaching of PO Bruce Russell and fine pitching by PO Charles Laird. Captain of the winning team was Ldg. Sea. Ken Brown. Pictured here, and wearing a collective smile of victory, is the victorious Bytown team. Front row, left to right: PO Bruce Russell (coach), AB Ronald Vallillee, CPO Percy Banning, Ldg. Sea. Joe O'Reilly, Gerry Bertrand (bat boy), Ldg. Sea. Bernard Perrier, PO John Marsch, Ldg. Sea. Kenneth Brown (captain). Back row: Lt.-Cdr. A. A. Turner, commanding officer of Bytown, Lt.-Cdr. R. M. Green, Ldg. Sea. John Campbell, Lt.-Cdr. Alfred Taylor, AB Roy Martinell, PO Charles Laird, AB Ronald Alexander, and Capt. J. P. Dewis, who officiated at the trophy presentation ceremony. Missing when the photograph was taken was team member PO Marcel Arbique. (O-7214)



July 14. The individual trophy for the high aggregate was won by Ldg. Sea. John Carruthers of Verdun, Que., who won the 100 and 440-yard dashes and placed second in the 220.

Ldg. Sea. John Moore, of Leamington, Ont., won the hop, step and jump event and placed second in the running broad jump. AB Hugh Cutler, of Dartmouth, N.S., placed first in the discus throw, second in the shot-put and third in tossing the caber. Cadet Edward Morgan of Bridgewater, N.S., won the javelin throw.

Second places went to Ord. Sea. Raymond Lawrence of Fredericton, N.B., in the 100-yard dash, Ord. Sea. Alfred LeDrew of Brantford, Ont., in the mile and Cadet Lancelot Bailey in the six-mile race.

NRE Defeats

Submariners

The Naval Research Establishment, Dartmouth, defeated a team from the British submarine *Alcide* in a cricket match on the St. Mary's University ground recently.

The submariners batted first and scored 30 runs. NRE then scored 82. Time allowed a second inning by *Alcide* who totalled 42 runs.

The research establishment made plans for further games against *Shearwater* and HMS *Sheffield*.

Civilians Take

Yachting Honours

Members of the Royal Victoria Yacht Club took home most of the silverware following the fifth annual regatta sponsored at Esquimalt by the Royal Canadian Navy Sailing Association, Esquimalt Squadron.

Almost 60 boats were entered in the two-day event, making it one of the largest seen in the Victoria-Esquimalt area in many years. During the regatta the recently-completed clubhouse and mooring facilities of the RCNSA at Munroe Head were used for the first time.

Following the regatta, Commodore K. L. Dyer, then Commodore RCN Barracks, Esquimalt, presented prizes.

Quebec Stages

Pulling Regatta

While lying-to off Dalhousie, N.B., the officers and men of the *Quebec* staged an impromptu pulling regatta which was fully enjoyed by the 24 crews taking part and the remainder of the ship's company watching and officiating.

The main races were the whaler races with the Wardroom and the Topmen coming through in a dead heat after many gruelling preliminaries.



The coxswain always loses a whaler race. Cd. Gunner Fred A. Jones is hauled from the Yellow Sea after suffering the traditional dunking for spurring fellow officers from the *Crusader* to victory over the *Haida* and *Cayuga* entries in a regatta off the west coast of Korea. From fore to aft in the whaler are Lieut. (S) Vincent Henry, Surgeon Lieut. George B. Page, Lt.-Cdr. Norman C. Eversfield and Lt.-Cdr. Herbert H. Smith. (O-6856)

Most of the men in this picture weren't even born when the so-called "Lost Generation" introduced the simple (no fooling) game of "Beaver" back in the '20s. All one had to do to win was shout "Beaver!" on first sighting a full beard. Few specimens of those days could match the luxuriant growths sprouted by these members of the ship's company of the *Cayuga*. Captain Jehn A. Charles, of the *Haida*, Commander Canadian Destroyers Far East, calipers in hand, picked the winners (left to right in the front row: PO Germain Bouchard, second; AB Kenneth L. Lloyd, third, and PO Douglas L. Campbell, the champ. (O-6855)



LOWER DECK PROMOTIONS

Following is a further list of promotions of men on the lower deck. The list is arranged in alphabetical order, with each man's new rank, branch and trade group shown opposite to his name.

ALBERT, James R. LSEM1
 AL-MOLKY, Abraham N. P1EM2(NQ)
 ANDREWS, George W. P2RP2
 ARBOUR, Guy J. LSEM1
 ARMSTRONG, Mervin H. LSEM1
 ARTHURS, Walter W. C2ER4
 ATTWELL, Jason W. LSNS1

BACKES, Conrad J. LSCK1
 BAKER, Donald F. LSVS1
 BALDWIN, Conrad W. LSAO1
 BATH, Donald M. P1ER4
 BECK, George A. LSCK1
 BELL, James W. C1MR4
 BERMAN, Sam. P2AF2
 BERNIER, Yvan J. P2NS2
 BIRD, Roy. P1ER4
 BLACKHALL, Gordon L. LSCR1
 BLACKMAN, Richard. LSEM1
 BOUDREAU, William A. LSEM1
 BOUFFARD, Claude J. LSEM1
 BOUTHOT, Georges H. LSAA1
 BOWMAN, Norman E. P1EM2(NQ)
 BREEN, Reynold J. LSEM1
 BRIDGEN, Robert F. P2CK2
 BROWN, William C. LSEM1
 BUCKLAND, John R. C2TA4
 BUDGELL, Halden E. LSCR1

CAPERN, George G. LSAF1
 CHALMERS, James H. LSEM1
 CHAMBERS, Ronald J. P1SH4
 CHOLODYLO, William. LSCR1
 COLCLOUGH, Frederick J. P1SH4
 CONRAD, William A. LSNS1
 CORRIGAN, John P. LSEM1
 COULTER, Donald S. LSEM1
 COULTER, Donald W. P1EM2(NQ)
 CROOKS, Ellis T. LSEM1

DALGLEISH, Edward T. P2RP2
 DANDENO, David R. LSVS1
 DAVIDS, Philip H. P1EA4
 DAVIES, Charles J. LSEM1
 DELAHUNT, William. C2SH4
 DESJARDINS, Romeo. P1EM2(NQ)
 DEWAR, Colin C. LSEM1
 DICKEY, James A. LSEM1
 DIX, Norval H. LSCK1
 DOBSON, Carmon L. LSEM1
 DONALD, Jack H. LSEM1
 DONOVAN, James H. LSLM2
 DOYLE, Jeremiah M. P1ER4
 DROESKE, Milton H. P2AF2
 DUBOURDIEU, Cyril. LSEM1
 DUDMORE, George E. LSCK1
 DUECK, Clarence H. P2RP2
 DUFFENAIS, John D. LSQR1
 DUNBAR, William E. P1EM2(NQ)
 DUNCANSON, Frank T. P1EM2(NQ)

EMERSON, Lylestone. LSSW1

FAUST, Franklin G. P2VS2
 FRIIS, John A. P1EM2(NQ)

GALLANT, Reginald L. LSSW1
 GEHAN, Donald J. P2VS2
 GILBERT, Henry H. LSEM1
 GOLDSTRAND, Douglas M. LSEM1
 GOUBAULT, Joseph H. LSEM1
 GOUCHIE, Kenneth J. LSCS2
 GOUDON, Gregory. LSCK1

GRAHAM, Carl E. C2ER4
 GRANT, John. LSEM1
 GRANT, Leith J. LSLM2
 GRAYER, Mervyn V. LSNS1
 GREELEY, Malcolm S. P1EM2(NQ)
 GREEN, Wayne E. LSEM1
 GRUBLAK, John. P1EM2(NQ)

HARDING, Rhea C. LSEM1
 HART, Frederick G. LSAR1
 HARTWIG, Walter E. LSEM1
 HATTEN, Gordon D. P1EM2(NQ)
 HAWKINS, Clifford R. LSEM1
 HENDERSON, William J. LSED3
 HEWITT, Frederick F. LSEM1
 HILLIS, Thomas S. LSCS1
 HODGESON, Garth C. P1AR2(NQ)
 HOLDEN, Roy S. LSNS1
 HOOD, Donald F. P2EM2(NQ)
 HOOK, David J. LSCR1
 HOOVER, David E. P2EM2(NQ)
 HORNUNG, Wilfred J. LSLM2

JONES, Harry E. C2ER4
 JONES, Leo J. P2CK2

KANIS, Peter. P1EM2(NQ)
 KEOUGHAN, Edward D. LSEM1
 KING, John L. P1EM2(NQ)
 KING, Robert A. LSEM1
 KIRBY, Walter A. P2EM2(NQ)
 KIRK, William A. LSEM1
 KLASSEN, David G. P1ER4
 KNOTT, Gerald. LSAR1
 KOCH, William M. LSNS1
 KOSAKOWSKY, Louis L. LSEM1
 KRAUL, Keith G. LSEM1

LABRIE, Gervais J. LSAC1
 LAJOIE, Andre J. P2SW2
 LAMING, Carl D. LSOM2
 LAMORIE, Norris R. P2CS3
 LANDGRAFF, Albert. LSEM1
 LANDRY, Harry P. LSEM1
 LANE, Jerold E. LSAC1
 LAPOINTE, Paul A. LSEM1
 LAY, Joseph H. P1ER4
 LeBLANC, Donald A. LSNS1
 LESLIE, Clayton A. LSEM1
 LESPERANCE, Robert M. LSCK1
 LEWIS, Norman K. P2RP2
 LOVERIDGE, Allan T. P1EM2(NQ)

MADDEN, George L. LSVS1
 MARSH, Albert H. LSEM1
 MARSH, Howard J. LSEM1
 MARTIN, Stanley M. LSEM1
 MEIKLE, Murray A. C2GA4
 MELOCHE, Edwin J. LSCK1
 MENDUK, William. LSCS2
 MERCER, Curtis E. LSLM1
 MILLER, Cyril J. LSEM1
 MILLIN, Allan F. LSEM1
 MORASH, William A. LSEM1
 MORRISON, Roy A. LSEM1
 MAULE, John M. LSEM1
 MacDONALD, Joseph D. LSEM1
 MacDONALD, Kenneth G. P2CS3
 MacLEAN, Kenneth O. LSOM2
 MacPHERSON, Donald N. LSEM1
 MacWILLIAMS, Dugald S. LSEM1
 McALLISTER, Morley P. P2CS3
 McCAUL, Thomas P. P2EM2
 McEACHERN, Francis W. LSEM1
 McGEE, William J. LSCS2
 McIVOR, William T. P2PT2
 McKENZIE, Donald W. LSEM1
 McKONE, Bruce A. LSEM1
 McMULLIN, Wendell F. LSLM1
 McNALLIE, Dutton H. LSEM1

NORMAN, Raymond A. P2EM2
 NORTON, William G. LSEM1

PADDON, Bernard N. P1SW2(NQ)
 PAGE, John W. C2CA4
 PARENTEAU, Paul J. P2SW2
 PATTERSON, William R. P1SH4
 PAYNTER, Wendell. LSEM1
 PELLETIER, Pierre J. P1SH4
 PERRY, Ashley B. LSCK1
 PETERS, Joseph H. P2QM2
 PETERSON, Robert A. LSEM1
 PFISTER, Robert L. LSEM1
 PICO, Lyle. P1QM2
 POLLARD, William H. C2SH4
 PRENTICE, William H. C2ER4

RAIT, Thomas. LSCS2
 REED, Harold E. LSEM1
 REID, Carman J. P1SH4
 REVEGE, Harry J. P2EM2
 RIDEOUT, Ernest A. LSCR1
 ROBERGE, Pierre J. LSEM1
 RODWELL, Colin W. LSLM1
 ROSS, Neville A. LSCR1
 ROWE, Donald G. LSEM1
 RUSSELL, Patrick C. LSNS1

SANDERS, Robert E. LSTD2
 SANDYS, William E. LSVS1
 SCHLATMAN, Orval J. LSEM1
 SCOLLIE, Douglas E. LSCK1
 SELLARS, William H. LSEM1
 SELLICK, Robert A. LSEM1
 SENECAI, Armand J. LSEM1
 SHEA, John W. LSVS1
 SHEA, Robert F. LSCK1
 SIMPSON, James R. LSEM1
 SPOONER, Sydney B. LSEM1
 STEEL, Andrew H. LSEM1
 STEPHENSON, Francis J. P1EM2(NQ)
 STOH, Ormie W. LSEM1
 STRUM, Gordon E. LSEM1
 STUTTER, Clifford E. LSRW3

TARDIF, Rock. LSVS1
 TAYLOR, Frederick J. LSCK1
 TAYLOR, Garry S. LSEM1
 TAYLOR, Robert W. LSCV1
 THOMPSON, Francis J. LSEM1
 THOMPSON, Lloyd J. P1ER4
 TIBBETTS, William W. LSAC1
 TIZZARD, Robert M. LSVS1
 TWAITES, Joseph C. LSEM1

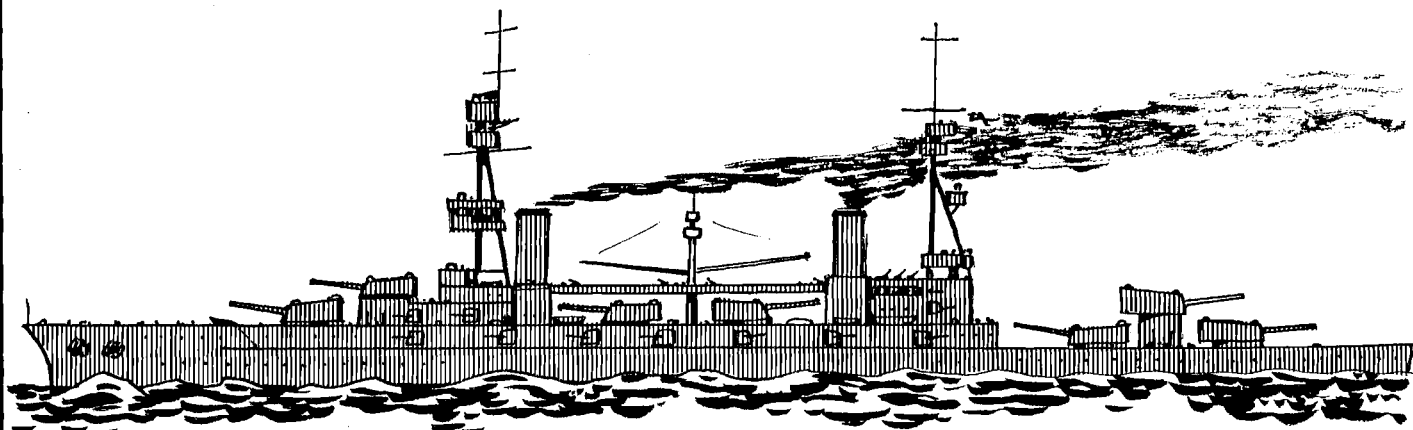
UNDERHILL, Allvin R. C1MR4
 UPCOTT, Edward J. LSEM1

WADLOW, Arthur C. P1EM2(NQ)
 WADSWORTH, Kenneth G. LSEM1
 WAGNER, William J. LSPW1
 WAKUNICK, Gerald. LSEM1
 WATTS, Alan L. LSAC1
 WENTZELL, Robert A. C2ER4
 WEST, Norman L. P2MA2
 WESTRON, Byrne W. P2CS3
 WHITMORE, Victor B. P1ER4
 WILCOX, Ronald A. LSLM2
 WILLIAMS, Robert C. LSEM1
 WILSON, William S. LSVS1
 WINTER, David. LSNS1
 WISTANLEY, John. P1EM2(NQ)
 WOOD, John A. LSVS1
 WOODWARD, Joseph W. LSCK1
 WRIGLEY, Harold R. LSEM1
 WRIGHT, Carroll F. P2CS3
 WYMAN, Robert W. LSEM1

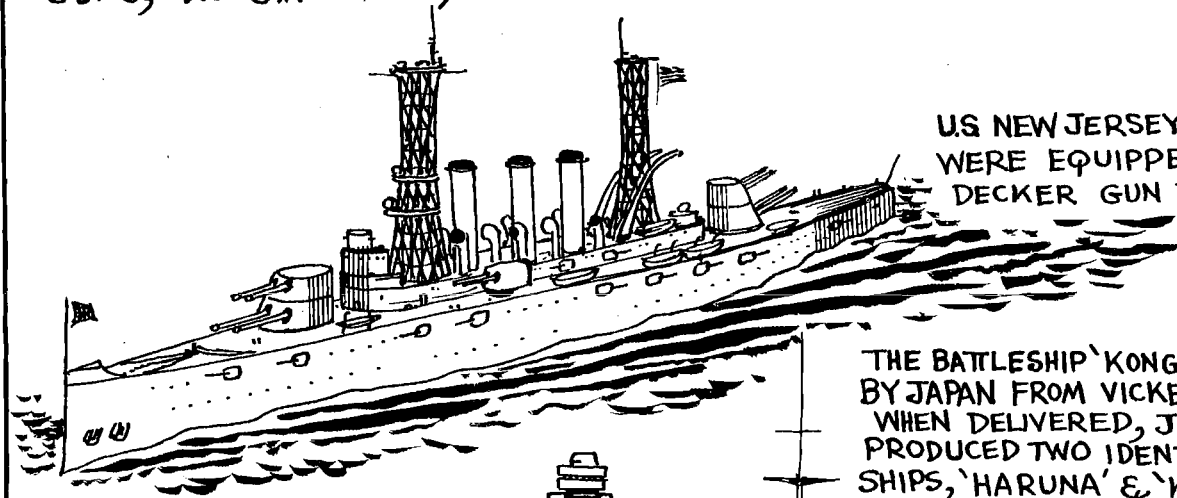
ZEHR, Ernest E. LSEM1

NAVAL LORE CORNER

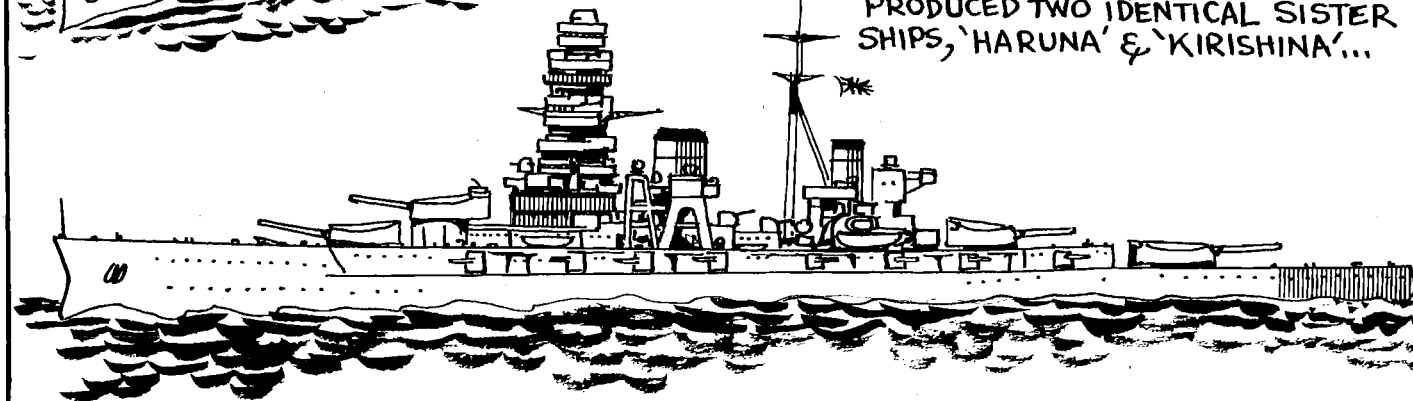
NO. 24
BATTLESHIP ODDITIES



1913-HMS AGINCOURT (EX TURKISH 'SULTAN OZMANI', EX BRAZILIAN 'RIO DE JANEIRO'), ORDERED BY BRAZIL IN 1911 AS 32,000 TON BATTLESHIP, BUT PROVED TOO COSTLY, ... WAS PURCHASED BY THE SULTAN OF TURKEY WHO WANTED THE WORLD'S MOST POWERFUL BATTLESHIP, & HER DISPLACEMENT WAS REDUCED TO 27,500 TONS. BRITAIN APPROPRIATED HER WHEN WAR BROKE OUT, AND SHE SERVED IN THE GRAND FLEET. ARMAMENT: 14 12 INCH GUNS, 20 6 INCH GUNS, 3 SIDE LOADING SUBMERGED TORPEDO TUBES...



US NEW JERSEY CLASS (1904) WERE EQUIPPED WITH DOUBLE-DECKER GUN TURRETS...



THE BATTLESHIP 'KONGO' WAS ORDERED BY JAPAN FROM VICKERS IN ENGLAND. WHEN DELIVERED, JAPAN PRODUCED TWO IDENTICAL SISTER SHIPS, 'HARUNA' & 'KIRISHINA'...



10,100-10-54
Q.P. 209345
N.P. 575-1194

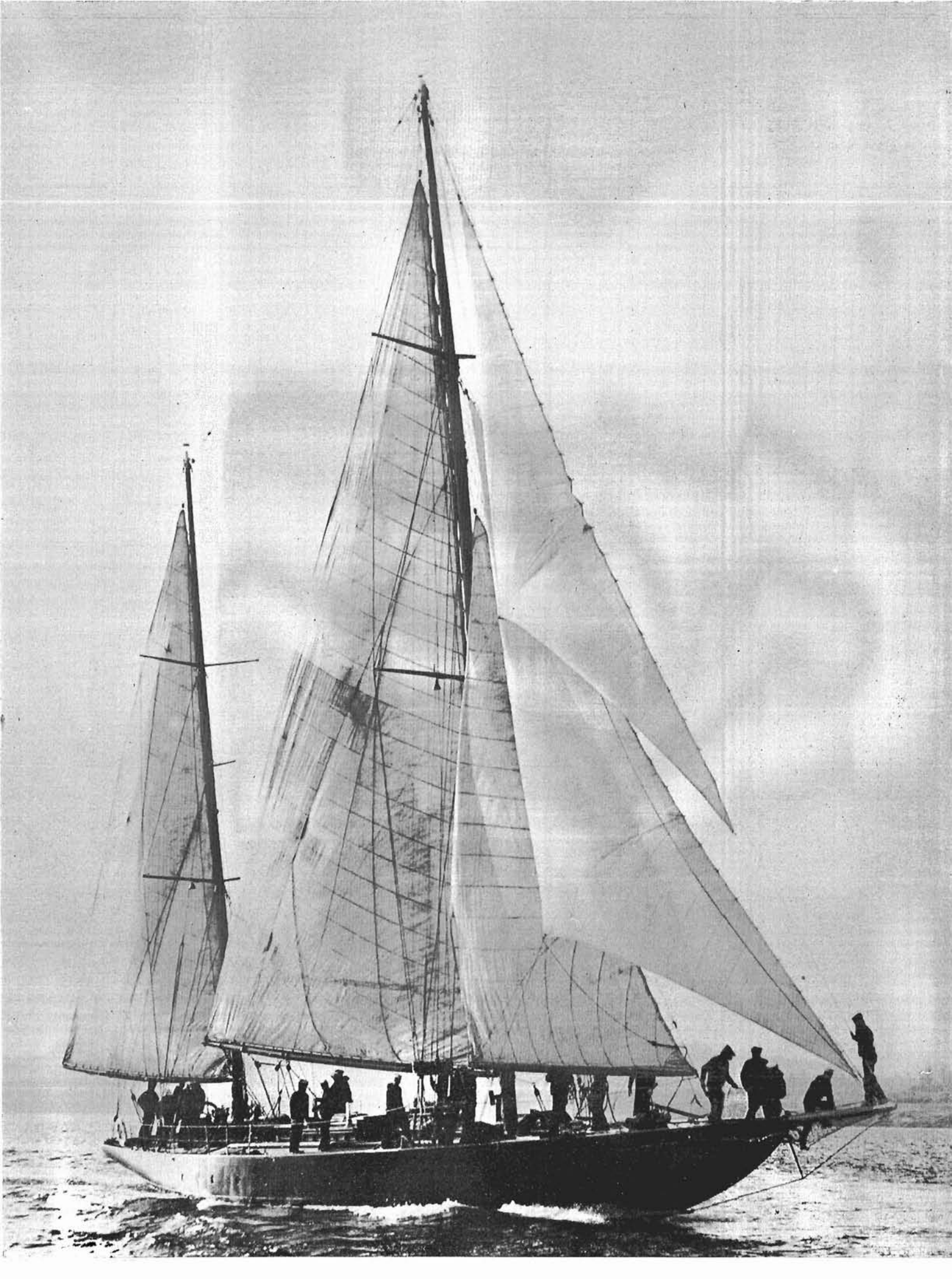
OTTAWA
EDMOND CLOUTIER
Printer to the Queen's Most Excellent Majesty
1954

The CROWSNEST



Vol. 7, No. 1

November, 1954



The CROWSNEST

Vol. 7 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1954

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>The Crowsnest 1948-54</i>	4
<i>Four Who Died for Canada</i>	5
<i>Who's Got the Button?</i>	6
<i>Man of the Month</i>	7
<i>Officers and Men</i>	8
<i>In Cap and Gown</i>	12
<i>Crowsnest Crossword</i>	13
<i>Three Essay Contests</i>	14
<i>New Pacific Naval Laboratory</i>	15
<i>Submarine Training for RCN</i>	16
<i>Afloat and Ashore</i>	17
<i>The Navy Plays</i>	21
<i>Land of the Webfoot</i>	24
<i>Lower Deck Promotions</i>	26
<i>The Benevolent Fund Is Yours</i>	28
<i>Naval Lore No. 25</i>	<i>Inside Back Cover</i>

LADY OF THE MONTH

The one and only sailing ship in the Royal Canadian Navy HMCS *Oriole IV*, is the Lady of the Month. The little lady, one of a vanishing race of sea-goers, this year completed a 7,800-mile voyage from Halifax to Esquimalt by way of the Panama Canal. The photograph on the opposite page shows her proudly entering Esquimalt Harbour at the end of her 73-day run.

She has been assigned as tender to HMCS *Venture*, the officer-training establishment at Esquimalt.

The "Little O" is by far the senior ship, in age, in the RCN, having been built in the United States in 1921 for a Canadian yachtsman, but for all that she carries her years well.

It is too early to say if the *Oriole* will take part in West Coast yacht races, for it will depend upon her training commitments. However, if she does, it is generally agreed by those who have sailed her, she will provide more than enough keen competition and will make an excellent showing of herself—despite her years. (E-28751)

Negative numbers of RCN photographs reproduced in *The Crowsnest* are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Photographic Section, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Sizes, finish and the new National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

SUBSCRIPTION RATE

The *Crowsnest* may be subscribed for at the rate of \$1 for 12 issues.

Persons desirous of receiving their own private copies by mail should send their orders, accompanied by cheque or money order made out to the Receiver General of Canada, to:—

THE QUEEN'S PRINTER,
75 St. Patrick Street,
Ottawa, Ont.

Cover Photo—One of the Royal Canadian Navy's recruiting slogans is "The Gateway to a Man's Life". The cover shows the actual doorway through which sailors-in-training pass on the way to their first sea duty. From it, washed by Fundy's awesome tides, extends the jetty at HMCS *Cornwallis*. A 40-foot climb up the piling sometimes confronts tired whaler or cutter crews returning from an arduous session of boat-pulling. (DB-4412)



RCN NEWS REVIEW

The new year will find just one Canadian warship serving in Korean waters. HMCS Sioux is shown as she left Esquimalt for the Far East on November 7. (E-29039)

South American Cruise Ends

HMCS *Quebec* left Halifax October 16 for a seven-week training cruise to the West Indies and South America. A three-day visit to Port of Spain, Trinidad and five-day calls at Rio de Janeiro, Brazil and La Guaira, Venezuela, were highlights of the cruise program.

The cruiser joined HMCS *Magnificent* at Colon on November 25 for the homeward journey, returning to Halifax December 5.

The *Quebec*, the East Coast's most-travelled ship, had accompanied the *Magnificent* to Colon late in September and returned to Halifax only nine days before leaving again for the southern cruise.

SACLANT Lauds RCN Contribution

The valuable contribution made by the Royal Canadian Navy to the improvement of anti-submarine "techniques" was stressed by Admiral Jerauld Wright, Supreme Allied Commander Atlantic in the North Atlantic Treaty Organization, during his two-day visit to Ottawa on October 12 and 13.

Admiral Wright was met on arrival at Ottawa's Uplands airport by Defence Minister Ralph Campney, Under Secretary of State for External Affairs Jules Léger, and the Chiefs of Staff of Canada's three armed forces. Also on hand to greet the United States visitor were Ambassadors to Canada and military attachés of NATO Countries.

The guard of honour was provided by HMCS *Gloucester*, the naval radio station near Ottawa, and the band was the

55-piece Central Band of the Royal Canadian Air Force. Officer of the Guard was Lieut. T. J. Bailey. The band was under the baton of Squadron Leader E. A. Kirkwood.

Admiral Wright was accompanied on the flight to Ottawa by Rear-Admiral H. G. DeWolf, chairman of the Canadian Joint Staff in Washington.

In paying tribute to the Royal Canadian Navy for its role in the develop-

ment of improved anti-submarine warfare techniques, Admiral Wright emphasized the part played by aircraft. The submarine is still the greatest menace to the security of the seas, he said, and the airplane, both carrier and land-based, is the U-boat's most deadly enemy.

Admiral Wright's full program of engagements in Ottawa included talks with Defence Minister Campney, the Canadian Chiefs of Staff and the Cabinet Defence Committee. He also addressed service officers on the responsibilities of his command.

During his stay he attended a number of social functions arranged in his honour.

Hurricane Halts Trip to Havana

Hurricane Hazel, which swept up from the Caribbean in mid-October, curtailed the *Micmac's* cruise to southern waters.

The destroyer left Halifax October 7 for Jacksonville, Florida, and Havana, Cuba. She was in the former port for a scheduled four-day visit when Hazel delayed her sailing for Havana by cutting across her proposed route to the Cuban capital.

By the time the hurricane had passed, it was much too late for *Micmac* to keep her Havana appointment and the ship sailed from Jacksonville for Halifax on October 18.

Quinte Becomes Scotian Tender

The coastal minesweeper HMCS *Quinte* was commissioned at Port Arthur on October 15.

First Landing On Angled Deck

USS *Antietam* was the first carrier to be fitted with a British-designed angled flight deck, a feature which is being provided in HMCS *Bonaventure*.

Sub-Lt. (P) A. H. Cottingham was recently able to lay claim to being the first RCN pilot to try his hand at this new landing technique, although he did not start out with that intention.

He was flying an Avenger on A/S patrol, during an August exercise period in which the *Magnificent* was operating with the *Antietam*.

Dissatisfied with the performance of his aircraft, he returned to the ship for a precautionary landing. A temporary breakdown of some of the flight deck equipment prevented his landing on the *Magnificent*. In view of his "lame duck" status it was decided that he, should not remain airborne until the defect was repaired and the *Antietam*, which was close by, was asked to land him on.

On receipt of the *Antietam's* concurrence, Sub-Lt. Cottingham found himself making history in RCN aviation. He reported no difficulty in landing on this "cockeyed flight deck" but extended credit for his success to the landing signals officer in the *Antietam*.

The other members of the Avenger's crew were Sub-Lt. (O) Ian Bouch and AB James Carlson.

The ship, built by the Port Arthur Shipyards Limited, was accepted on behalf of the RCN by Commodore W. L. M. Brown, Assistant Chief of Naval Staff (Air) and Cdr. (E) R. J. Craig, representing the Assistant Chief of Naval Technical Services (Ships).

The vessel is the second of her class to be built at Port Arthur. HMCS *Chaleur*, transferred to France on October 9, was commissioned there last June.

The *Quinte* was sponsored by Mrs. J. B. Caldwell, the wife of Captain (E) Caldwell, former Assistant Chief of Naval Technical Services (Ships). The vessel, under the command of Lt.-Cdr. Daniel P. Brownlow, joined the East Coast fleet late in October as tender to HMCS *Scotian*, the Halifax naval division.

Escort Squadron Towing "Med"

The First Canadian Escort Squadron left United Kingdom waters on October 17 for a two-month training and operational cruise to the Mediterranean.

Earlier, the ships, *Algonquin*, *Pres-tonian* and *Toronto*, had participated in NATO exercise "Morning Mist" with units of the Danish, French, Netherlands, Norwegian and United Kingdom navies in the Northeast Atlantic.

The fourth ship, the *Lauzon*, underwent repairs to equipment at a United Kingdom port and did not participate in the exercise. She joined the remainder of the squadron after it left for the Mediterranean.

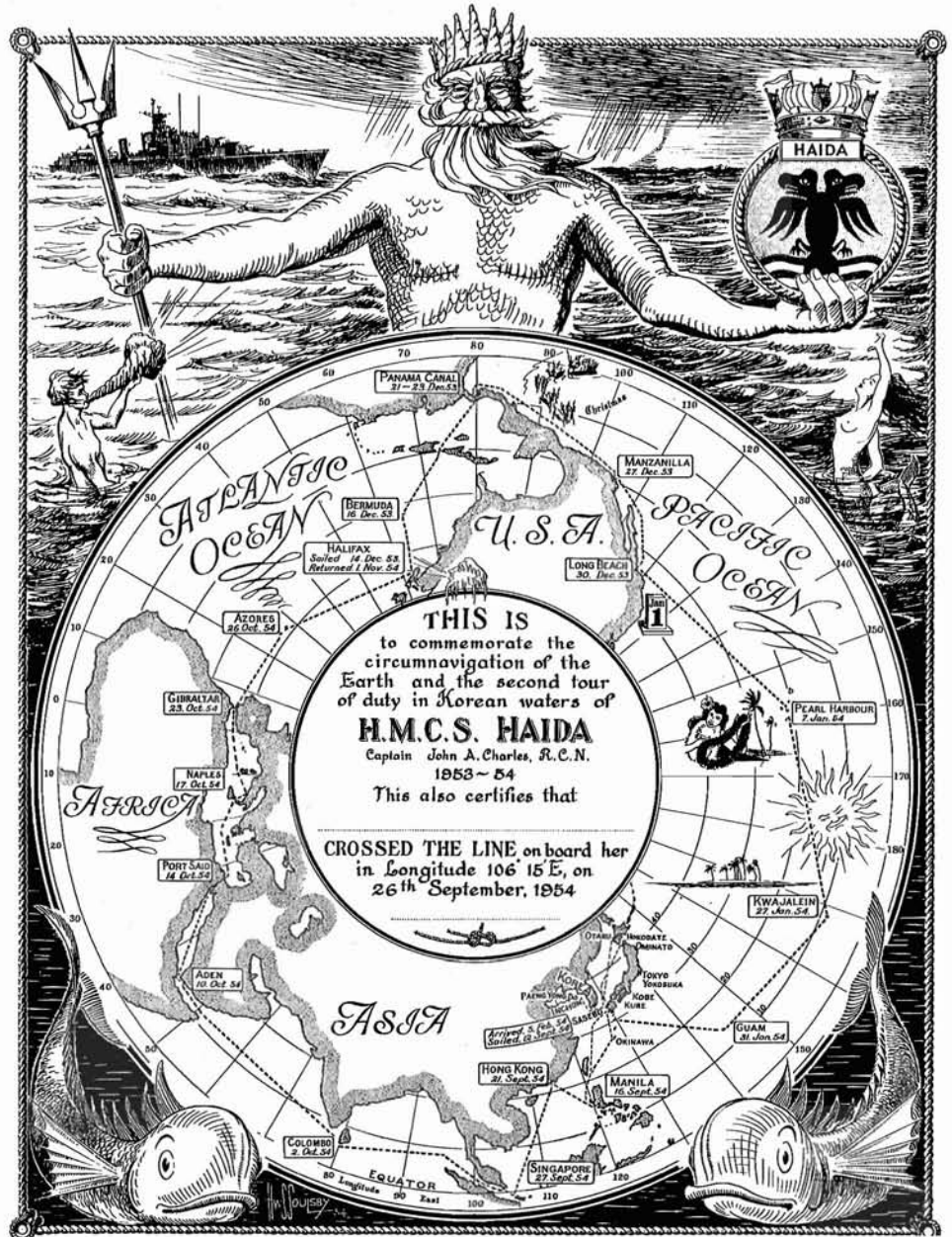
The ships are calling at Lisbon, Malta, Venice, Athens, Istanbul, Palma, Algiers and Ponta Delgada in the Azores before heading for Halifax, where they are due to arrive on December 10.

Sailor Saves Life of Boy

The quick and courageous action of Able Seaman Richard Grenier, of Drummondville, serving in HMCS *D'Iberville*, has been credited with saving the life of 12-year-old Francois Vaillancourt, marooned on a narrow ledge of a steep cliff bordering the property of the Lieutenant-Governor of Quebec in Quebec City.

Seeking to scale the cliff, young Vaillancourt had climbed part way up when he slipped, remaining suspended by his fingers from a ledge 150 feet above a road.

Told of the boy's danger, AB Grenier obtained a length of rope from a nearby jetty and climbed the steep shale cliff to the ledge, arriving just as the boy



A certificate that commemorates HMCS Haida's second tour of duty in the Korean area, her second trip around the world and her crossing of the Line on September 26, has been prepared for the ship's company. The artist is Cdr. H. W. S. Soulsby, RCN (Ret.), of Victoria.

shouted that he could hold on no longer. Grenier managed to hook the boy's leg with a loop of the rope and, bracing himself on the crumbling ledge, lowered the youngster to safety.

Grenier then found he was unable to get off the ledge himself. Many of the footholds he had used in the ascent had crumbled under his weight, and the sheer face of the cliff prevented an attempt to climb to the top.

After more than an hour on the ledge, he was rescued by a police constable and a spectator, who lowered a rope from the cliff top, on the property of the lieutenant-governor. At the top, the seaman was met by the lieutenant-governor and congratulated for his bravery and prompt action.

Awards Made to RCN Personnel

Two officers and one Chief Petty Officer of the RCN's Gunnery Branch were recognized recently, by awards from the Royal Navy's Herbert Lott Trust Fund, for modifications to gunnery equipment which improved the fighting efficiency of the units concerned.

Cdr. George M. Wadds, of Halifax, commanding officer HMCS *Micmac*, and CPO R. M. Rutledge, of Halifax and Toronto, were awarded £20 for their part in the development of the 4-inch rapid fire drill.

Lt.-Cdr. A. J. R. Smedley, of Halifax, was awarded £5 for a modification to the rear curtain for the 4-inch anti-aircraft Twin Mk. 19 mounting.

The Crowsnest 1948-54

— An Editorial —

SIX YEARS ago, November 1948, the first issue of *"The Crowsnest"* came off the presses and was distributed to the fleet, which at that time numbered about 8,000 officers and men compared with the present strength of more than 18,000.

The Royal Canadian Navy was just recovering from the demobilization which had reduced it from a mighty wartime fleet to a discouragingly low strength in men and ships.

But the RCN had no intention of resting on its laurels and letting them wither. Occupied for the main part throughout the war in guarding the North Atlantic lifelines, the Navy now turned its attention to home waters and despatched the main part of its Atlantic strength, the aircraft carrier *Magnificent* and the destroyers *Nootka* and *Haida*, on a training cruise to the Canadian Arctic and Hudson Bay.

The frigate *St. Stephen* was on weather patrol duties between Canada and Greenland and the *New Liskeard*, then as now, was carrying out experimental duties for the Naval Research Establishment.

There were aches and pains and grumblings, as was to be expected in a Navy which had suddenly shrunk and was now beginning to grow again. Remedies had been applied to many of the difficulties even before the publication of the famous Mainguy Report in October 1949.

It was in the hope that *"The Crowsnest"* would contribute to a stronger feeling of unity and a better understanding of what the Navy was doing and planned to do that the magazine appeared in print after months of planning and preliminary effort.

In an editorial written for the first issue, Vice-Admiral H. T. W. Grant, then Chief of Naval Staff, expressed the purpose of *"The Crowsnest's"* being:

"We are aiming for a magazine which will have something of interest in it to every man in the Navy; to which everyone in the Navy may contribute ideas, information, views and stories—fictional or fact; which, by sound editing, will have dignity and life, and which will help us to know our Service and each other better."

The objectives were high but a constant effort has been made throughout the years to keep the sights on the tar-



Day-long cruises in the eight ships attached to the Great Lakes Training Centre at Hamilton were one of last summer's innovations for the Wrens undergoing training. Shown carrying out visual communication duties on board the *Digby* are two Vancouver Wrens, Nancy Clark and Georgeen Morrison (kneeling).

get. By its very nature, as a magazine dependent on contributions from widely varied sources in the Fleet, *"The Crowsnest"* could not be an "official" magazine, in the sense of General Orders or QRCN. While every effort is made to keep the facts straight, the magazine has to remain on a personal level, if it is to succeed in being a welding force between officers and men in the interior of Canada, on its far coasts or in distant parts of the world.

The lifeblood of *"The Crowsnest"* is the steady flow of stories, pictures ideas and reports from the ships and shore establishments of the Royal Canadian Navy. Not all can be used, but

if a story's facts are interesting and correct, if personnel have been properly identified by initials or first names and properly spelled surnames, if the narrative is not too dependent on the passage of time, it stands a good chance of appearing in the columns of the magazine. Humour, fantasy and tradition can find their place beside cold, current fact.

What *"The Crowsnest"* is and what it will continue to be is dependent on the goodwill and co-operation of the officers, men and women of the Service. These have been forthcoming in the past and will undoubtedly continue in the future.—*The Editors.*

Four Who Died for Canada

Forty Years Ago RCN
Suffered Losses
at Coronel

"One crowded hour of glorious life
Is worth an age without a name."

—Sir Walter Scott

THE NAVAL HISTORIAN of today, looking back through the mist of years, relates that the sea fight of November 1, 1914, at Coronel, off the coast of Chile, was the first naval defeat of the British Navy for over a hundred years.

Yet if he looks beyond the fact that the British division under Admiral Cradock engaged the German division under Admiral Von Spee, and was defeated with the loss of two ships, he will surely detect that for the Royal Canadian Navy this battle has another significance; he will realize that it is just 40 years ago that four gallant young officers, the first of the Royal Canadian Navy to lay down their lives for the common cause, were lost in that action when the flagship HMS *Good Hope* was destroyed.

A list of officers serving in the armoured cruiser *Good Hope* discloses that four of the seven midshipmen on board were Midshipmen RCN—William Archibald Palmer, John Victor White-man Hatheway, Arthur Wiltshire Silver and Malcolm Cann.

Tradition has it that "midshipmen" are so called because they were young officers who were stationed amidships on each deck to pass orders, thus helping them to learn their jobs. Canada's naval story would be incomplete without some tribute to these youthful pioneers who learned their jobs and completed their naval training in the hard school of battle.

The careers of the naval cadets who had joined the Royal Naval College of Canada, established in 1910 in the old naval hospital in the dockyard at Halifax, just before the outbreak of the First World War, were soon influenced by the advent of war in August 1914. Filled with boyish enthusiasm, these cadets were a priceless asset in Canada's new naval force.

The resources of the RCN before the outbreak of war consisted of the first two HMC Ships *Niobe* and *Rainbow*, two cruisers purchased and kept in commission with nucleus crews; two dockyards at Halifax and Esquimalt

maintained, and the naval college for cadets at Halifax. After their initial two years at the college, the cadets completed their training in ships of the Royal Navy as Midshipmen RCN.

Canada's contribution to the war at sea in 1914 found many of these midshipmen serving in HMCS *Niobe* on patrols in the Atlantic, in HMCS *Rainbow* and the two submarines CC1 and CC2 engaged in protecting the coast of British Columbia from German raiders in the Pacific, and also in many ships of the Royal Navy.

It was in these ships that midshipmen of the RCN served in the first few months of the war when the prime function of the Navy was to clear the seas of German ships, and it was these naval operations which ultimately led to the Battle of Coronel and the first Canadian service casualties of the war.

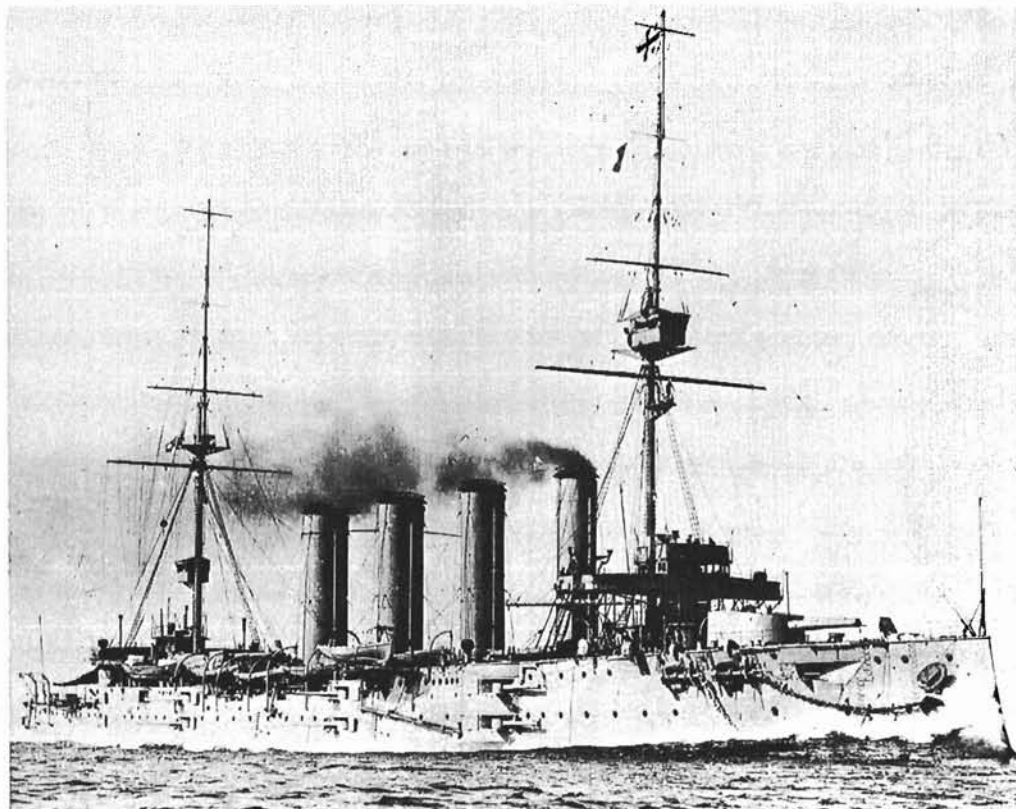
THE ONLY German squadron not in European waters at the outbreak of war was stationed in the western Pacific, with its main base at the China port of Tsing Tau under the command of Vice-Admiral Count Von

Spee. These early days of the war were anxious ones for the inhabitants of British Columbia who feared that Germany's China squadron, particularly the light cruiser *Leipzig*, which was known to be at Mazatlan, on the west coast of Mexico, and later reported to be off the entrance to Juan de Fuca Strait, might venture inside to attack Esquimalt and destroy HMCS *Rainbow*.

The naval strategists were faced with the challenge that the German cruisers could escape from the Pacific by going either east or west, via South America or the Indian Ocean. Allied squadrons were thus placed at likely exit points in the Pacific—off the Straits of Malacca, North Borneo, and Sumatra whilst the Royal Australian Squadron patrolled off Torres Straits.

It is of interest to note that the Royal Australian Navy gained its first sea victory during this phase of operations when the famous light cruiser HMAS *Sydney*, which later in the war visited Halifax and received an enthusiastic welcome, destroyed the German raider *Emden* in the fight off Cocos Island.

HMS *Good Hope*, the ship in which four midshipmen of the Royal Canadian Navy died 40 years ago to become the first battle casualties of the young naval service.



However, this game of hide and seek in the Pacific, which put RCN ships based at Esquimalt on the alert to protect the vulnerable Canadian trade routes on the west coast, soon simplified itself when it became known that the remainder of Germany's China squadron had fled to the South Pacific and appeared to be choosing to escape via Cape Horn and not through the Indian Ocean.

IT WAS NOW that the searching force of ships in the South Atlantic had an opportunity to close off the remaining exit from the Pacific Ocean. From the beginning of the war a force of HM ships including the *Good Hope*, *Monmouth*, *Glasgow* and *Otranto* had been operating off the Brazilian coast seeking German raiders. The *Good Hope* had previously protected the trade routes to the south of Newfoundland and had visited Halifax in order to coal.

During this visit an attempt was made to bring her crew to full complement, and Midshipmen Palmer, Hatheway, Silver and Cann had volunteered to complete their training in the *Good Hope*. Thus they entered into the epic story which took them south to the cold Tierra del Fuego and Straits of Magellan, passing and re-passing Cape Horn, and through waters where RCN ships of a future era, HMCS *Uganda* and *Ontario*, were to sail on peacetime goodwill cruises.

When the German ships were known to be off the Pacific coast of South America, Admiral Cradock in the *Good Hope* received orders to proceed with

his squadron to the west coast to prevent the enemy coming round Cape Horn and intercepting Atlantic trade. After passing through the Magellan Straits, the *Good Hope* proceeded north to a point near Coronel on the Chilean coast and on November 1, 1914, sighted the enemy in force. The British cruisers included the *Good Hope*, *Monmouth*, *Glasgow* and *Otranto*, the German the *Scharnhorst*, *Gneisau*, *Leipzig* and *Dresden*.

The action occurred at sunset, with the British ships silhouetted against the horizon. The enemy had the advantage both in guns and the light and the *Good Hope* and the *Monmouth* went down with colours still flying. The *Good Hope* with the four RCN midshipmen on board was soon hit and burned brightly in the glow of the sunset; an explosion about her after funnel illuminated the whole heavens and she disappeared from sight.

The Coronel reverse was soon avenged at the Battle of the Falkland Islands in December, 1914, when Admiral Von Spee's fleet was destroyed by a much stronger force and with their destruction the seas were finally cleared of the German naval power overseas.

Thus ended the brief but gallant careers of these early Canadian midshipmen. They had participated in a hard-fought action against a skillful and determined enemy and had set a fine standard of service for all future "Midshipmen, Royal Canadian Navy". Their gallantry upheld the finest traditions of the RCN and will always be recalled by it with pride.

crown was first displayed on naval buttons in 1812 and this is the button found in HM Schooner *Tecumseth* and illustrated here. It is now reposing safely in the Maritime Museum of Canada at Halifax.

Some 20 years before the *Tecumseth* and *Newash* were built on the Niagara, an early tourist named Isaac Weld Jr. travelled through parts of Upper Canada and made some interesting observations. In 1796, he made a record of his visits to Niagara and Kingston and mentions at some length his impressions of marine activities on Lake Ontario in general and of HM Provincial Marine, in particular. This was the Canadian Naval force that existed on the lakes from soon after the conquest of Canada up to and during the war of 1812.

Speaking of the officers of the Provincial Marine, Weld states that "their uniform is blue and white, with large yellow buttons, stamped with the figure of a beaver, over which is inscribed the word 'Canada' . . ."

Undoubtedly, this statement describes the first Canadian naval button. It may be that such a button reposes in the collection of some historical society. Anyone knowing of the existence of such a button or of any illustration of the uniform as worn by the Provincial Marine is invited to advise the Naval Historian at Naval Headquarters.—E.C.R.

400 FIRST-YEAR CADETS TRAINED

The UNTD training program in the Atlantic Command has been an extensive one with over 400 first-year cadets put through their training at *Stadacona*.

In the first two weeks of June, 26 of the cadets, under the direction of Lieut. Cdr. D. S. Bethune, took part in *Tramid 54*, an amphibious exercise at Little Creek Virginia.

Another group of cadets took part in a "raid" on *Cornwallis* to test the defences of the Atlantic Coast new entry training base.

The training cruises have taken the cadets to many ports such as Bermuda, Bridgeport, Conn.; Philadelphia, Gaspé, Montreal and Quebec City. The celebrations of Battle of the Atlantic Sunday, Halifax Natal Day, Dartmouth Natal Day and Navy Day saw many cadets parading through the streets of Halifax and Dartmouth.

In addition to the training, the visits of US Navy midshipmen to the East Coast naval port provided a great deal of social activity and livened up even more the sports program of the UNTD cadets.

Button, Button—Who's Got the Button

WHEN THE 1815-built British naval schooner *Tecumseth* was raised a year ago at Penetang, Ontario, there was found amongst the round-shot in her bilge one naval officer's coat button (see cut). It is a flat copper button with the crown over the anchor set in a rope-trimmed oval having a background of azure or horizontal lines. The outer circumference is circular. According to Professor Michael Lewis of the Royal Naval College, Greenwich, this button was brought into use in 1812 and was worn by captains, commanders, lieutenants and masters of the Royal Navy.

Just over two centuries ago, the officers of the Royal Navy wore a uniform for the first time (1748). The coat buttons at that time were not flat but were more highly "domed" than they are now.

The insignia on the button included no anchor or crown, but a stylized Tudor rose. Lieutenants were still wearing this button in 1787 when the plain flat button bearing a fowl anchor appeared. The



Heart and Art in the Navy

*'Naval Lore' Feature
Is Penance for
Leaving RCN*

THE DISTINCTION of being chosen "Man of the Month" is one usually reserved for serving personnel of the Royal Canadian Navy. Occasionally however, a man whose past associations with and present contributions to the Navy are such that he becomes a candidate worthy of consideration.

Such a one is J. M. Thornton, of Vancouver, a former member of the University Training Divisions and the Royal Canadian Naval Volunteer Reserve, a free lance artist of some note and a regular contributor to *The Crownsnest*.

Mr. Thornton is the author and illustrator of the "Naval Lore Corner", a feature which has appeared regularly for more than two years on the inside of the back cover of the magazine. Devoted to the presentation of interesting and often little-known facts about the navies of the world, it is illustrated in the firm, detailed style which has made his work well known to the thousands of naval and civilian readers of *The Crownsnest*.

Other contributions by Mr. Thornton have included the illustrated panel, "Warship Recognition Quiz," of which five have appeared to date, and a double page layout depicting 49 of the 80-odd ships of the RCN in commission, refitting or in reserve in the fall of 1951. The latter proved so popular and instructive that it was reprinted as a separate sheet and distributed to newspapers, shipping magazines and other interested parties.

Born in Toronto 28 years ago, Mr. Thornton spent his childhood in Regina, moving to Vancouver with his family in 1935. He attended King George High School there and studied for a year at the University of British Columbia.

His mother is a well-known West Coast artist and painter of Canadian Indians and, naturally, young Thornton tried his hand at drawing almost as soon as he could hold a pencil.

In high school most of his spare time was spent drawing for several locally-produced comic books, mainly ships and cartoon serials about the Navy.

"The Navy was my one consuming interest, and as a boy and youth it was my desire to make my career in it," he says.

During his year at University, he joined the UNTD, but left at the end of the term for the RCNVR and the uniform of an able seaman. He served during the latter part of the war, being demobilized at the end of hostilities. Shortly before his discharge he was selected as an officer candidate, and, as he puts it, "I have often thought since that I was foolish to take my discharge when I did."

However, Mr. Thornton has maintained his interest in things naval through the years and at present boasts an excellent library on naval history, a subject of which he has been an avid student for some time. The library contains a 100-page, two-volume book which he drew himself.

It is mainly from this library that Mr. Thornton draws for his data on naval ships presented in his "Naval Lore Corner." He chooses his own material and illustrates it in his own way; on only rare occasions have the Editors suggested the subject matter of his drawings.

Until recently an employee of a Vancouver finance company, Mr. Thornton was long unable to find suitable employment in his chosen field. He carried on his drawing as a hobby, from time to time contributing to periodicals on a freelance basis and doing posters and displays. The long wait came to an end just a few weeks ago when his talent was recognized by employment in the advertising and art department of a large department store in Vancouver.

His first "Naval Lore Corner," which appeared in the February, 1952, issue, following his introduction to the post-war *Crownsnest* in a Canadian Legion Library in Vancouver enabled him to combine two of his greatest interests, the Navy and drawing. His work was well received and has been a regular feature of the magazine ever since.

Keenly interested in youth activities, Mr. Thornton is a member of the Board of Directors of the Vancouver YMCA, a member of the Physical Committee and a graduate senior leader of the organization.



J. M. Thornton at his desk in his Vancouver home. He was working on his next "Naval Lore Corner" for this magazine when the photograph was taken.

OFFICERS AND MEN

Appointments of Officers Listed

The following officers' appointments have taken place or will take place in the near future:

Commodore H. S. Rayner to Naval Headquarters, from *Magnificent*, in command.

Capt. A. H. G. Storrs to *Magnificent*, in command, from *Shearwater*, in command.

Capt. L. L. Atwood to staff of Supreme Allied Commander Atlantic, from *Avalon*, in command.

Capt. James Plomer to *Niobe* for Imperial Defence College course from *Cornwallis*, in command.

Capt. D. G. King to *Shearwater*, in command, from Naval Headquarters as Director of Naval Plans and Operations.

Capt. W. M. Landymore to Naval Headquarters as Director of Naval Plans and Operations, from *Niobe* for Imperial Defence College.

Capt. M. G. Stirling to *Cornwallis*, in

command, from staff of Supreme Allied Commander Atlantic.

Capt. J. A. Charles to *Naden* as Commandant, Canadian Services College, Royal Roads, from *Haida*, in command.

Cdr. A. F. Pickard to *Avalon* in command and as Canadian Naval Commander Newfoundland and as Senior Officer in Command, from *Quebec* as Executive Officer.

Cdr. G. H. Davidson to *Cayuga*, in command, from *Naden* as Executive Officer.

Cdr. T. G. Pullen to Naval Headquarters as Director of Gunnery Division, from *Bytown* for special duties.

Cdr. E. S. McDermid to *Quebec* as Executive Officer, from Naval Headquarters as Director of Gunnery Division.

Cdr. W. H. Hayes to *Naden* as Executive Officer, from *Cayuga*, in command.

Cdr. J. R. Doull to Naval Headquarters as Director of Personnel (Men), from *Niagara*.

Cdr. (E) John Osborn to Naval Headquarters as Staff Officer Engineering Personnel, from *Niobe* on staff of the Naval Member Canadian Joint Staff as Staff Officer (Engineering).

Cdr. (E) Frank Harley to *Magnificent* as Engineer Officer, from Naval Headquarters as Staff Officer Engineering Personnel.

Cdr. (E) Erik Revfem to staff of Superintendent, HMC Dockyard, Esquimalt, as Manager Engineering Department, from *Magnificent* as Engineer Officer.

Cdr. (E) G. F. Webb to *Labrador* as Engineer Officer, from staff of Superintendent, HMC Dockyard, Esquimalt, as Manager Engineering Department.

Lieut.-Cdr. (P) R. A. Lyons to *Shearwater* for VT 40, in command, from *York*.

Lieut. (W) Jean Crawford-Smith to staff of Commanding Officer Naval Divisions as Staff Officer (Wrens), from *Naden*.

Haidans Take Yachting Trip

While the average yachting enthusiast likes to sail in the nice safe interior or coastal waters of Canada, the members of the *Haida* choose to live more dangerously. They yacht up and down the West Coast of Korea, north of the Demarcation Line, trying not to break the terms of the Armistice by crossing the three-mile line.

On a recent patrol a number of chief and petty officers foresook the warmth and comfort of their iron ship for the lesser luxuries of a 27-foot whaler.

Led by CPO Henry G. Doyle, of Halifax, N.S., they set out from the ship at Taechong Do to sail to Paeng-Yong Do where the ship would later pick them up. The distance is only ten miles as the crow flies, but there was a five-to-six-knot tidal stream across their course, a number of islets and shoals to pass and a few headlands to clear. The visibility was sometimes less than half a mile and the Communist shore only a few miles on the starboard.

They set out at 0900 and the wind immediately dropped. This put them at the mercy of the strong tidal stream, which swept them off their course.

By 1100, when called on radio, they were almost as far from their objective



There appears to be a tradition in the Short family never to let a day go by without having someone serving in the Navy. CPO G. E. Short retired recently in London, Ontario, after 25 years of service in the RCN. The next day his son, Francis Edward, was attested as an ordinary seaman in the communications branch. Civilian "Ed" Short looks on as his son repeats the oath of allegiance in the presence of Lieut. W. J. Black, recruiting officer, and CPO Harry Lane, recruiting chief, at HMCS Prevost. (Photo courtesy London Free Press.)

as they were when they started but radioed they "hoped" to make it later in the day.

By noon the wind had increased to force 5. Dinner consisted of a few sandwiches hastily eaten while holding on to a sheet or while bailing out the boat. The swell was six feet high and, as CPO Doyle related, "Some were getting pretty close to our life jackets".

No major disaster occurred and the strong wind helped them to keep their appointment with the *Haida* at Paeng-Yong Do late in the afternoon, hardly looking as spruce and chipper as when they started.

The seven men had barely the energy to crawl out of the boat. In a few moments the ship was off to sea on another mission, this time searching for two lost U.S. aircraft.

The crew members were CPO Charles T. Burgess, of Halifax, CPO Herman Heppell, of Dalhousie, N.B., CPO Candido DeCandido of Drumheller, Alta., CPO Anthony B. Connolly, of Halifax, POs Hugh M. Anderson, of Verdun, Que., and Lloyd Kramp, of Timmins, Ont.

New 'Sweeper Boasts TV Set

The new coastal minesweeper *Resolute* arrived in Halifax late in September with an extra piece of equipment added to her already impressive array of electronic gear.

The new equipment was a television set, donated to the ship by the City of Kingston, where she was built.

Until new stations are in operation in Halifax and Sydney, only limited use can be made of the generous gift.

Main Brace Group Holds Convention

It was a scene of activity in the northern New Brunswick city of Campbellton recently, when the delegates representative of 1,000 naval veterans in the Maritimes met for their three-day convention. The city, host to the delegates, has its memories of sea warfare itself, having been the scene in 1760 of the Battle of the Restigouche, the last sea engagement between the English and the French in Canadian waters.

The Main Brace Naval Veterans' Association was founded in 1945, in Saint John, by E. Ronald Macdonald. Its formation, it was felt, would fill a need for the veterans of the naval service. Since its inception, it has grown to cover all New Brunswick and has started into Nova Scotia.

The primary purpose of the association is to give aid and assistance to veterans and their dependents, but the duty of the individual clubs to their



One of the last men aboard the *Sioux* before she sailed from Esquimalt, November 7 for the Far East was CPO Stan Birch of Victoria, who is shown above bidding farewell to his wife Jacqueline and two children, Penny, three (left) and George, 18 months. (E-29040)

communities are not overlooked. It has made great strides in the field of local welfare, making aid for cerebral palsy victims and the promotion of Little League Baseball two of its main projects.

In Saint John, the reports of the clubs showed, a school for the children afflicted by cerebral palsy has been in operation since August 11 of this year, supported entirely by the local unit. Herman S. Boyle, new National President of the National Council, is the chairman of the foundation set up to operate the school.

Moncton's report showed the club donating towards cerebral palsy work. In addition, it has its own club in the Little League Baseball.

Dalhousie has been active in the formation of a Sea Cadet corps, maintains a private room in the hospital for needy cases, and finances the uniforms of a Little League team. Bathurst is working on the formation of a Little League team, as well as creating interest in a Sea Cadet Corps.

Campbellton, though one of the younger clubs, has formed its own Sea Cadet corps, headed by Maurice Boudreau; has been active in child welfare under the local organization; and has financed its own Little League team.

On the second day of the convention the new officers for the two-year term were elected and installed in office. New

president was H. S. Boyle, of Saint John; vice-president, Rudy Gaudet, of Moncton; secretary-treasurer, Gordon Kingston, of Campbellton; recording secretary, Robert MacKenzie, of Campbellton; national chancellor, E. Ronald Macdonald, retained by acclamation, and vice-chancellor, James Leonard, of Saint John.

It was decided that the next convention would be held in Moncton in June, 1956.—G.W.I.

Job Analysis Team in Far East

The Naval Job Analysis Team, headed by Lt.-Cdr. S. C. Croucher, and including Lt.-Cdr. J. W. Green and Lieut. E. R. Heeschen, visited the destroyer escorts *Haida* and *Crusader* in the Far East during August.

The object of the visit was to make a study of typical ships bearing wartime complements and operating under wartime conditions. The information gathered will be used to simplify the training to be given to Reserves in peacetime and "Hostilities Only" entries in wartime.

Marine Engineers Forming Group

Meetings have taken place in Toronto this year with a view to forming a Great Lakes Section of the Institute of Marine Engineers.



LIEUT.-CDR. G. C. HUDSON



LIEUT.-CDR. T. E. CONNORS



LIEUT.-CDR. (L) F. C. PALMER

These three Royal Canadian Navy officers currently are serving in Indo-China as members of the International Supervisory Commission. Prior to his present appointment Lieut.-Cdr. Palmer was serving at Naval Headquarters while Lieut.-Cdr. Hudson and Lieut.-Cdr. Connors were serving in shore establishments of the Atlantic Command.

The parent organization is world-wide. It originated in England in 1889, was incorporated by Royal Charter in 1933 and now is under the patronage of Her Majesty the Queen.

Since the aim of the Institute is to advance the profession of marine engineering in all its fields and ramifications, the membership is open to all who are connected with marine engineering in any way.

The membership in Canada is drawn from the Royal Canadian Navy, the merchant service, shipbuilding and repair yards, classification societies, government services, marine sales organizations and from among those who have "swallowed the anchor" and no longer have direct connection with maritime matters.

Information on the Institute is available from T. M. Pallas, 165 Lakeshore Blvd., Toronto, Ont.

Winnipeg Corps Awarded Trophy

Winner of the Navy League of Canada's General Proficiency Trophy, for competition by all Sea Cadet Corps in Canada with enrolments of more than 100 Sea Cadets, is RCSCC *John Travers Cornwell* VC, of Winnipeg. Runner-up was RCSCC *Warrior* of Edmonton.

Winners of the General Proficiency Trophy for corps with enrolment of less than 100 Sea Cadets was RCSCC *Alberni*, Port Alberni, B.C., which will receive the handsome silver replica of the Nelson Column in Trafalgar Square donated by the Navy League of Great

Britain. Runner-up was RCSCC *Chebogue*, of Yarmouth, N.S.

The Gibson Trophy of attendance record in corps over 100 was won by RCSCC *Lion*, of Hamilton, Ont., with RCSCC *New Waterford*, of New Waterford, N.S., as runner-up. The silver cup for attendance in corps of less than 100 Sea Cadets was won by RCSCC *Saguenay*, Chicoutimi, Quebec.

Officers' swords were presented to the commanding officers of the Winnipeg and Port Alberni Corps who were the general proficiency award winners in senior and junior divisions.

Children Cheered By York Band

A summer outing that gave untold pleasure was the visit of the trumpet band of HMCS *York* to the Sick Children's Hospital at Thistletown, near Toronto.

The visit gave the little patients their first good look at sailors. Appreciated also were the treats the bandmen brought along to meet the unlikely possibility that some of the children did not care for band music.

"Maggie" Lends Helping Hand

Extracurricular flying is labelled "routine" by the pilots of the *Magnificent*.

And on the West Coast cruise, the air crews chalked up several flights which were of this extra "routine" nature. The squadron emerged with a two-out-of-three "mission accomplished" record.

On Sunday, September 26, at 0900 an Avenger with Lieut. (P) Joe Davis at the controls and Lieut. (O) Dick Bone as observer, took off from the *Magnificent* for Isla Grande airport, San Juan, Puerto Rico, with Ord. Sea. D. G. Wallace, of HMCS *Quebec* as passenger. Wallace had been summoned home earlier by the news of his father's death in Toronto. The *Magnificent's* helicopter had taken Wallace off the *Quebec* and had flown him to the carrier.

Lieut. Davis landed Wallace in time for him to make immediate connections with a USN aircraft which was about to take off for Norfolk, Va. Wallace was headed for Toronto within three hours.

Tough luck was recorded by the squadron on October 3 when two Avengers took off for San Jose, Costa Rica in mid-afternoon with AB Gerald Flesher, an aircraft fitter as passenger. Flesher was suffering from a suspected inflamed appendix, and the ship's doctors ordered him ashore for treatment at a U.S. naval hospital.

Flesher's aircraft was piloted by Lieut. (P) Bob MacLean, with Lieut. (O) Dick Bone navigating. Flying as escort was an Avenger manned by Lieut.-Cdr. (P) Bob Cocks, with Lieut. (O) Dick Quirt as observer and PO Bob Tuckwood as OM. However, cloud base was so low that the aircraft had to return to the ship, their mission not accomplished.

Eight days later on Monday, October 11, two more Avengers took off at 0830, bound for the Naval Air station, San Diego, Cal., with PO Bill Clinton as passenger. Clinton's wife was seriously ill in the Halifax area and he had

been drafted home immediately. Lieut. (P) Ken Nicholson, with his crew Lieut. (O) Ted Kieser and Ldg. Sea. Bill Hamilton, escorted Sub-Lt. Ian MacKay and Sub-Lt. Harry Brown as they attempted to take Clinton ashore.

However, fog and smog which had blanketed the southern Californian coast made a landing impossible and the two airplanes returned to the ship.

But the fliers wouldn't let the incident rest at that. Later that same afternoon Lieut. (P) Les Hull with Lieut. Kieser and Ldg. Sea. Hamilton as crew escorted another Avenger off the flight deck for a second try. The petty officer rode as passenger with Lieut. (P) Jim Paton and Sub-Lt. Brown in the second aircraft which was able to penetrate the fog and smog and get PO Clinton ashore in time to board a commercial flight headed for Dartmouth.

Captain Parry Visitor to York

HMCS *York*, the Toronto naval division, was honoured during Wednesday evening drill by the visit of Captain W. G. Parry, RN, Senior Naval Liaison Officer to the United Kingdom Services Liaison Staff (Canada) and naval adviser to the United Kingdom High Commissioner, in Ottawa.

Captain Parry recently arrived in Canada from his previous appointment as Captain Coastal Forces in HMS *Hornet*, Portsmouth, England.

His visit to Toronto gave him an opportunity to inspect the training departments of *York* and witness the monthly ceremonial drill and evolutions.

COs of Naval Divisions Confer

The seventh annual conference of commanding officers of Canada's 22 naval divisions was held November 1 to 5 at Naval Reserve Headquarters, HMCS *Star*, Hamilton.

Commodore Kenneth F. Adams, Commanding Officer Naval Divisions, was chairman of the conference during which matters of organization and administration, training, supply of equipment and stores and recruiting and publicity were discussed.

Senior officers from Naval Headquarters, Ottawa, addressed the delegates during the week.

Commanding officers of the divisions are:

Cdr. W. G. Allen, *Scotian*, Halifax; Cdr. W. G. Curry, *Hunter*, Windsor; Cdr. J. H. Curtis, *Star*, Hamilton; Cdr. E. G. Gilbride, *Prevost*, London; Cdr. W. Haggatt, *Queen*, Regina; Capt. R. I. Hendy, *York*, Toronto; Cdr. T. A. Johnstone, *Chatham*, Prince Rupert.



Petty Officers' Leadership Course No. 52 commenced in Cornwallis on August 30 and completed on October 11, 1954. Taking the course were (left to right): Front row, Petty Officers Clifford Douglas, Leonard Rinder, Lieut. P. S. Cox (Course Officer), CPO David Graves (Parade Instructor), Harold Bucknell, Charles Purkis; second row, Petty Officers Victor Bielby, W. Gilléspe, William Gordon, Francis Millan, Donald Rae, Frederick Steeves; third row, Norman Brysouth, Gene Wasowicz, Royston Moore, Michael Kendrick, Derek Bush; rear row, Harold Penney, Garneth Shaw, Stanley Kornelson, John Tkachuk, Gerrie Noble, L. Carlstrand, Wallace Rombough, Douglas Sparks. (DB 4655)

Lieut.-Cdr. J. N. Kenny, *Queen Charlotte*, Charlottetown; Capt. O. K. McClocklin, *Unicorn*, Saskatoon; Cdr. L. B. McIlhagga, *Chippawa*, Winnipeg; Cdr. J. A. MacKinnon, *Brunswick*, Saint John; Capt. G. P. Manning, *Non-such*, Edmonton; Cdr. W. F. Moreland, *Tecumseh*, Calgary; Cdr. G. St. A. Mongenais, *Donnacona*, Montreal.

Cdr. W. G. Mylett, *Montcalm*, Quebec City; Cdr. F. A. O'Dea, *Cabot*, St. John's; Capt. E. O. Ormsby, *Griffon*, Port Arthur; Lieut.-Cdr. F. L. Rowsell, *Caribou*, Corner Brook; Cdr. J. H. Stevenson, *Discovery*, Vancouver; Cdr. G. A. V. Thomson, *Malahat*, Victoria; Cdr. A. G. C. Whalley, *Cataragui*, Kingston, and Capt. R. P. White, *Carleton*, Ottawa.

Ex-Wrens Hold "Birthday Party"

Nearly 50 ex-Wrens of Victoria and district met late in August at the Blue Room, Government Street, Victoria to celebrate the anniversary of the Women's Royal Canadian Naval Service. This annual reunion took the form of a reception and buffet supper.

Mrs. A. E. Simons, president of the ex-Wren's Association, Malahat divi-

sion, spoke a few words of welcome and expressed the hope that more ex-Wrens would attend the meetings held the first Tuesday evenings of each month in the Naval Branch, Canadian Legion on Broad Street.

A beautifully decorated birthday cake, the work of Naden Cookery School, was cut by Mrs. Simons.

Cooks Complete Course at Naden

Ord. Sea. Augustin C. Varewyck passed first in a class of 14 cooks qualifying for Trade Group I at the Supply School, HMCS *Naden*. His average percentage was 86.

Second in the class with 84.6 per cent was Ord. Sea. William K. Moor-side, while Ord. Sea. Raymond J. Arsenault was third with 82.1 per cent.

The course started July 19 and ended October 8.

Curlers Sign Up 130 Members

The Naden Curling Club, under the presidency of CPO Harvey Day, is again proving a popular activity. Approximately 130 members are already enrolled.

Trainees in Cap and Gown

UNTD Established to Meet Wartime Shortage

IN SEPTEMBER more than 300 University Undergraduates began part-time studies in the Royal Canadian Navy (Reserve) as cadets of the University Naval Training Divisions. They join more than 600 other RCN(R) cadets who are in their second and third year of training in the naval reserve. The new cadets are actually replacing a similar number of cadets who completed the three-year course during the preceding summer and have entered the active list of the RCN(Reserve), or the regular force.

The purpose of the University Naval Training Divisions is to select and train suitable university students for commissioned rank in all branches of the RCN(R). The UNTD also provides an avenue of entry into the permanent force for suitable graduates of this naval training plan. Since 1947 some 200 UNTDs have been accepted in the permanent force, while the RCN(R) active list has been increased by more than 1,000 Sub-Lieutenants through entry of these cadets.

The present authorized complement of the UNTD is 885 cadets. Added to this figure are more than 100 cadets of the RCN(R) attending the Canadian Services Colleges. Thus the total number of cadets in the naval reserve today is approximately 1,000.

The University Naval Training Divisions had their beginning in 1942, at a time when the shortage of officers during the war was very acute. Captain A. W. Baker, RCN(R), a professor at the Ontario Agricultural College in Guelph, proposed that a training scheme similar to the Army's COTC be adopted in the Navy. A trial contingent was set up at the Agricultural College. The value of the plan soon became evident and the University Naval Training Divisions moved eastward and westward to other universities and colleges. Between 1943 and 1945, 14 UNTD tenders were established in various parts of Canada.

The UNTD proved an excellent source of officer material in wartime, providing officers for the Royal Canadian Naval Volunteer Reserve.

At the end of the war the universities expressed their interest in military training for the students, and the navy wished to continue the University Naval Training Divisions as a means to train-

ing young undergraduates for commissioned rank in the Naval Reserve. Accordingly, the National Conference of Canadian Universities in 1947 decided to continue the Naval training in peacetime.

In the next few years the UNTD was expanded with the number of tenders being increased to 22, reaching 41 uni-



CAPTAIN (SB) A. W. BAKER, RCN(R), (RET.)

First head of the UNTD

versities and colleges from coast to coast. The complement at this time was set at 1,355 cadets, which meant that some 350 to 400 undergraduates joined the UNTD each year while a similar number completed training.

The complement of the UNTD underwent further modification in 1953, when the complement was reduced to 885 cadets. This resulted from the growth of the Regular Officer Training Plan and the subsequent limitation in officer training facilities at both coasts.

The University Naval Training Divisions are administered by the Commanding Officer Naval Divisions at Hamilton, Ontario. The commanding officers of the UNTD tenders are usually professors who are members of the faculty and who also have a background of naval service. Most of them served in the Navy during the Second World War, and one of them, Cdr. (SB) J. B.

Mawdsley, commanding officer of the University of Saskatchewan UNTD, has served in all three of Canada's armed forces.

Students in all faculties of studies, except dentistry, may apply for entry in the UNTD. If the applicant is able to meet the required standards, he is enrolled as a cadet and begins the first of three years of training. He must attend drills once a week during the academic year, during which he receives general naval training and specialist instruction.

The summer months are probably the most interesting part of the Cadet's naval training. To successfully complete the UNTD training, cadets must perform two periods of summer training.

Each of these summer training periods lasts fourteen weeks. During the first year, cadets of all branches take a divisional course, and courses in navigation, communications and seamanship. They also spend five weeks at sea in ships based on the east or west coasts.

During the second year, the cadets of the executive branch carry on advanced studies in the same subjects, while the cadets of the technical and other branches take specialized training in the appropriate fields—the engineering cadets at the Mechanical Training Establishments, the electrical engineering cadets in HMC Electrical School, and so on. Training at these establishments and schools is followed by on-the-job training in ships at sea.

A third summer of training is available to the cadets and successful completion of this training period can qualify them for promotion to the rank of Lieutenant in the RCN(R). Thus a UNTD cadet can qualify for lieutenant's rank in the executive branch after three full summers, while the officers entering the RCN(R) "off the beach" require as much as nine years since most of them can spend only two weeks each summer doing naval training.

The cruises in RCN ships have given cadets an opportunity to see a bit of the world as well as to obtain excellent practical training. Cadets have visited ports in Bermuda, Hawaii, the West Indies, the British Isles, France, states on the eastern and western seaboard of the U.S.A. and Alaska.

The success of the University Naval Training Divisions is reflected in the fact that it provides nearly 90 per cent of the officers for the naval reserve. The number of vacancies in the UNTD each year is limited and at least twice as many undergraduates apply as can be accepted. The three-year training plan has produced many officers for both the permanent and reserve forces and the combination of naval training and university studies has given the naval service officers a sound academic and naval background for the highly complex operation of the modern RCN fleet.

Crowsnest Crossword

by J. G. M.

The CMR Review

The growing traditions of the Collège Militaire Royal at St. Johns, P.Q., are well supported by the quality of the College's Annual Review for 1953-1954. This fine book, in its second year of publication, is this year devoted to depicting the various elements which collectively make up the life of the cadets—studies, sports, social activities, visits of prominent Canadian personalities, summer training with the three Armed Services, etc.

Produced under the direction of Major Leopold Lamontagne, backed up by a number of talented cadets acting as editors and reporters, the Review is attractively presented. Written in both French and English, it contains a wide variety of articles on the different aspects of the college life, and in itself represents a healthy amount of extra work on the part of all those who contributed towards its production.

Among the many interesting articles are those which describe the visits to the college of such people as the Rt. Hon. Louis St. Laurent, the Prime Minister; Field Marshal Sir John Harding, and others. Separate sections deal with college sports, intellectual studies, and the moral and artistic activities of the past year. A list of the members of the teaching faculty is impressive, and includes professors from most of Canada's leading educational institutions. On page 16 can be found a breakdown of students by province and language, which shows a total of 212 cadets: 118 French speaking and 94 English speaking.

Of the total enrolment of 212, forty-eight have chosen the Navy as their Service. Last year saw several of these on board HMCS *Quebec* for a month-long cruise to ports on the Atlantic seaboard, including Provincetown, Mass.; Newport, R.I.; and New York City.—C.O.G.

1	2	3		4		5	6	7	8
9						10			
11			12		13				
14			15					16	
17					18		19		
20		21		22			23		
24								25	
		26				27			
28								29	
		30		31		32			
		33							

Across

- Wilson L. Car, fount of knowledge (anagram).
- "On the double" (poetic).
- This isn't difficult when you know what you're after.
- Blinkers? Yes! But of no use to a sea horse.
- Between RF and AF.
- When earth's last picture is painted these come in for a big hunk of real estate.
- Preposition expressing position.
- Greek letter.
- Not to be heard by other performers (stage direction).
- Ancient war machine which might be useful to a modern safecracker.
- Widely used in boats.
- Greatest name in shipping circles.
- Non Sub Rate.
- Kiss of peace.
- What Sergeant Friday is always after (singular).
- Bert goes backward.
- Metric measure.
- German river (old spelling).
- The reverse of an Olympian King and geographically close to his throne as well.
- Sea tides (anagram) reversed.

Down

- Can this peel (anagram) linked to a ship's fo'c'sle.
- Logistic requirement for modern hearts of oak.
- Least refracted or left end of the spectrum.
- Sagacious.
- Common to nearly all seagoing craft.
- Part of a slang expression meaning departure to avoid prosecution.
- The canteen . . . A loose form of security (2 words).
- Revise for greater simplicity and efficiency.
- Beyond price.
- What the *Labrador* followed to make progress in the Arctic.
- For example.
- Solar bowlers.
- Service explosive.
- By which means a budget becomes a damn nuisance.
- Communications break.

(Solution on page twenty-eight)

Three Essay Contests Worth \$550 to Winners

ESTABLISHMENT of two prizes intended to promote an interest in naval history and of an essay contest on a Canadian theme have been announced. Prizes in cash and books have a total value of more than \$550.

All personnel of the RCN and the RCN(R) active lists are eligible to compete for the Barry German Prize in Naval History, founded by the Dominion Council of the Naval Officers' Associations of Canada in honour of Captain P. Barry German, RCN (Ret'd). Its three annual prizes of \$150, \$100 and \$50 are offered to encourage an interest in the history of maritime affairs of Canada and British North America.

Midshipmen and Cadets of the Royal Canadian Navy will be able to compete for the Navy League Prize in Naval History, which annually offers books on naval subjects to the value of \$50 to the winner of first prize, and to the value of \$25 to the second-prize winner. Eight other prizes, each a book, will also be given. The prizes will be awarded for an essay on a topic of the candidate's choice within the general field of naval history.

The third contest, sponsored by the Bureau of Current Affairs, offers lower-deck personnel of the regular force a

chance to compete for prizes of \$100, \$50 and \$25 for the three best essays on "What I Like About Canada".

Particulars of the history prizes and essay contest are as follows:

THE BARRY GERMAN NAVAL HISTORY PRIZE

If, at any competition, no award is made, the prize for that year shall lapse.

The prize will be awarded annually for either

- (a) a thesis-like dissertation of at least 5,000 words based on primary source material, or
- (b) an edition, or editing, of an original document or series of documents.

The work must deal with some topic in the naval or maritime history of Canada or British North America from colonial times to the present.

Candidates shall, on or before October 1 in the year preceding that in which they intend to enter for the Prize, submit for the approval of the Committee, the subject of their proposed work. The completed work should be received by October 1 of the following year and the prize will be awarded January 1 following. Current entries will be accepted until March 1, 1955.

- (a) All essays must be fully documented with foot-notes and a bibliography showing a list of the source materials.
- (b) Four copies of the essay must be submitted. They are to be typed, double spaced and on one side of the page only.

(c) The Committee reserves the right to publish any essay that is submitted in this competition.

The prizes will be awarded directly by the Naval Officers Association of Canada on the recommendation of a committee composed of the following members:

- (a) The Dominion Archivist
- (b) A member of the Naval Board
- (c) An appointee of the NOAC
- (d) The Naval Historian
- (e) The Director of Naval Education

Further particulars may be obtained from the Chairman of the Committee, The Naval Historian, Naval Headquarters, Ottawa.

THE NAVY LEAGUE NAVAL HISTORY PRIZE

If, at any competition, no awards are made, the prize for that year shall lapse. Each winner will receive an illuminated certificate of award from the Navy League.

Essays are not to exceed 6,000 words and must be submitted by March 1. Essays may be presented in the candidate's handwriting, but it is preferred that they be typewritten, double-spaced on one side of standard (8½ x 11) sheets.

Essays will be judged on choice of subject, originality, appreciation of the historical problems involved and composition.

Prizes will be awarded by the Navy League of Canada on the recommendation of a Joint Committee of the Navy League of Canada and the Royal Canadian Navy.

Candidates who are unsuccessful in winning a prize may compete in subsequent years.

The first awards will be in 1955.

The Director of Naval Education will be responsible for the conduct of the competition.

BUREAU OF CURRENT AFFAIRS ESSAY CONTEST

In your own words, tell us, in not more than 500 words, what you like about Canada; for example, the freedoms we enjoy, our way of life, our national development and our contribution to the defence of the free world. These are suggestions.

Essays may be written in English or in French.

Only non-commissioned personnel of the three Services (Regular Force) are eligible for this competition.

Write on one side of the paper only.

Put your name, rank and service number at the top of the page.

Make your copy legible. It may be typewritten or written in ink.

All entries become the property of the Crown.

The judges' decision will be final and entrants accept the rules when they enter the contest.

Mail your essay before January 15, 1955: in Canada to the nearest Current Affairs Adviser at:

Headquarters, Quebec Command, 3530 Atwater Avenue, Montreal;

Headquarters, Central Command, Ortona Barracks, Oakville, Ont.;

14 Group Headquarters, RCAF Station, Winnipeg, Stevenson Field, Winnipeg;

Headquarters, Western Command, Kingsway Avenue, Edmonton;

Headquarters, British Columbia Area, 4050 West, 4th Avenue, Vancouver; or

HMCS Stadacona, Halifax.

Outside Canada, send your essay airmail direct to the Bureau of Current Affairs, Department of National Defence, Ottawa.

Prior to the inspection of the ship's company of HMCS Naden by Admiral of the Fleet, His Royal Highness the Duke of Edinburgh, the ceremony of showing the Queen's Colour was performed. Taken during this ceremony, the photograph shows the Duke of Edinburgh with Rear Admiral J. C. Hibbard, Flag Officer Pacific Coast, on the dais. The Colour is being carried by Lieut. Richard Carle. In the background may be seen the new Nelles block in HMCS Naden. (E-28051)



New Home for COND

THE MAN who founded the RCNVR more than 40 years ago took an active part in another milestone in the development of the naval reserve when he officiated at the laying of a cornerstone of the new building for the Commanding Officer Naval Divisions at Hamilton on October 14.

Rear-Admiral Walter A. Hose, CBE, RCN, (Ret'd), whose inspiration and leadership were responsible for the establishment of the Canadian naval reserve in 1923, "declared this stone well and truly laid" at a ceremony attended by civic, provincial and federal government dignitaries, officers of the armed forces, and the staff of COND. Among the special guests at the ceremony were ten of the thirteen officers who commanded HMCS *Star*, the Hamilton naval division, since its founding in 1923. The three other officers now live out of the city and were unable to attend.

In laying the cornerstone of the \$266,000 building, Admiral Hose noted "that this marks an important phase in the growth of Canada's navy". He added, "Although Hamilton is more than 1,000 miles from the ocean, it is now the heart and centre of that special force—the Royal Canadian Navy (Reserve)."

WEDDINGS

AB Joseph J. Baldwin, *New Glasgow*, to Miss Erla Irene Hughes, Victoria.

Lieut.-Cdr. W. J. Black, *Prevost*, to Miss Lillian M. Holmes, Dartmouth.

Wren June Demers, *Naden*, to Ord. Sea. Beverley Howard, *Naden*.

Ldg. Sea. A. W. Dixon, *James Bay*, to Miss Mary MacNeill, Victoria.

AB John Dupuis, *Star*, to Miss Jeanne Charron, St. Joachim, Ont.

Ldg. Sea. D. F. Hunt, *New Glasgow*, to Miss Eileen Jewell, London, England.

Ldg. Sea. William Jackson, Albro Lake Radio Station, to Miss Grace Smith, Windsor, N.S.

AB Gerald W. Jenkins, *New Glasgow*, to Miss Helen Marie Martin, Medicine Hat, Alta.

Ldg. Sea. Joseph Major, *Portage*, to Miss Jolene L. Beck, Halifax.

Cadet (S) A. J. Nichol, *Prevost*, to Miss Wilena MacKay, Norval, Ont.

Wren Grace Sabourin, *Naden*, to Ord. Sea. Roy McGibbon, *Naden*.

AB Robert C. Sheridan, *New Glasgow*, to Miss D. Jean McTavish, of Victoria.

Ord. Sea. John E. Usher, *New Glasgow*, to Miss Hilda M. Reid, Victoria.



He remarked that for a long time Canadians had little knowledge of the importance and need for a strong navy. "For its strength and healthy growth," he said, "the navy must have its roots throughout the land". However, that era of ignorance regarding Canada's navy was ended, and he was happy to see, in his lifetime, the growth of a strong, healthy force which is "second to none".

Admiral Hose, spry and alert despite his 80 years, inspected a guard of cadets from the University Naval Training Division of McMaster University on his arrival at HMCS *Star*. He was introduced by Commodore Kenneth F. Adams, Commanding Officer Naval Divisions, who briefly outlined the purpose and history of the naval reserve and Admiral Hose's great contribution to the reserve. He said that when the ceremony was being planned, "who should lay the cornerstone was perfectly obvious."

The silver trowel with which Admiral Hose laid the cornerstone, was presented by F. W. Paulin, contractor of the building, to J. T. Bell, the architect, who in turn presented it to the admiral. Prayers were offered by Chaplain (P) Thomas Bailey, and Chaplain (RC) J. W. Flaherty, both of *Star*.

A cannister containing a copy of the day's newspaper, a photo showing officers, men and Wrens in the rig of the day, and recruiting folders, was sealed into the cornerstone before it was put into place.

Following the ceremony a reception was held at *Star* and it was during this time that Admiral Hose got an opportunity to meet the ten commanding officers of *Star*, some of whom served in command while Admiral Hose was Chief of Naval Staff. The commanding officers were: Lieut.-Cdr. R. Howard Yeats, Lieut.-Cdr. Lloyd Westland, Lieut.-Cdr. Jack C. Hart, Lieut.-Cdr. W. R. Morrison, Lieut.-Cdr. W. B. Thomson, Commander Colin S. Glassco, Lieut.-Cdr. W. H. Adamson, Commander Samuel F. Ross, Cdr. George H. Parke, and Cdr. John Curtis, the present commanding officer. The commanding officers who were unable to attend were Lieut.-Cdr. Jack McFetrick, Cdr. Reginald Jackson, and Lieut.-Cdr. Frank Waterman.

BIRTHS

To Petty Officer R. J. Aiken, *Prevost*, and Mrs. Aiken, a son.

To Leading Seaman Clifford Brown, *New Glasgow*, and Mrs. Brown, a son.

To Able Seaman Donald Crowe, *New Glasgow*, and Mrs. Crowe, a son.

To Able Seaman C. L. Fuller, *James Bay*, and Mrs. Fuller, a son.

To Able Seaman Desmond Gorman, Albro Lake Naval Radio Station and Mrs. Gorman, a daughter.

To Petty Officer A. L. Hall, *Naden*, and Mrs. Hall, a son.

To Petty Officer Harold Hansen, *New Glasgow*, and Mrs. Hansen, a daughter.

To Lieutenant W. H. Myers, *Naden*, and Mrs. Myers, a son.

To Leading Seaman Robert Orrick, *Stadacona*, and Mrs. Orrick, a daughter.

To Petty Officer E. A. Studdling, *James Bay*, and Mrs. Studdling, a daughter.

6th Submarine Squadron To Train RCN Ships

AN INCREASE in the number of Royal Navy submarines available in Canada for the training of the crews of Canadian anti-submarine ships and aircraft is the object of an agreement concluded between the Royal Canadian Navy and the British Admiralty.

Three "A" class submarines will operate out of Halifax as the Sixth Submarine Squadron of the Royal Navy.

At present, the Royal Navy provides one "A" class submarine, based at Halifax, for conducting anti-submarine exercises with RCN escort vessels and anti-submarine air squadrons.

The new arrangement will enable officers and men of Canada's anti-submarine Navy to obtain first-hand experience in submarines. Nearly 200 Canadian naval personnel, all volunteers, will serve in submarines, either of the Sixth Submarine Squadron or in others of the Royal Navy, thus taking the place of Royal Navy personnel allocated to the submarines in Canadian waters. Requests for submarine service were received from about 1,500 personnel.

It is expected that the first submarine under the new arrangement will arrive at Halifax in mid-March, the second a month later and the third in mid-June, 1955. The submarines chosen are the *Astute*, *Ambush* and *Alderney*.

With new and modernized anti-submarine vessels being commissioned in

the Royal Canadian Navy in increasing numbers, the provision of two additional submarines will ensure an adequate program for the practical training of the crews of these vessels, as well as those of Naval carrier-based and Royal Canadian Air Force maritime air squadrons on the East Coast.

An agreement under which practical anti-submarine training is given to the crews of West Coast based escort vessels is currently in effect between the RCN and the United States Navy. Under its terms the United States provides submarines to work with Canadian naval forces.

The following outline of the training submarine volunteers undergo has been received from an RCN officer, serving on loan with the Royal Navy's submarines.

THE PART a man plays in a submarine will be vital to its safety equally as much in peace as in any past war. A single foolish act or period of slackness may well bring about disaster. Submarine accidents over the years have in the main—where enquiry has been possible—proved to be caused by personnel failure and not a failure of material. The Japanese lost a great number of submarines before the Second World War in training and fleet exercises. The Germans also lost a

number of submarines engaged purely on training and working-up during the war.

Since then, the French and British have lost two each and the United States and Turkey one each.

If one assumes—and I believe it to be a safe assumption—that in the main these disasters were caused by personnel failures, it is to be expected that the men accepted for initial training must be of high calibre.

Once chosen from among the many volunteers and having passed a rather strict medical examination, the trainee will be sent to the training establishment situated, at HMS *Dolphin* at Gosport near Portsmouth, England. Here, at the home of the Fifth Submarine Squadron, he will find adequate and clean accommodation and food, but he must not expect the high standards maintained in the RCN:

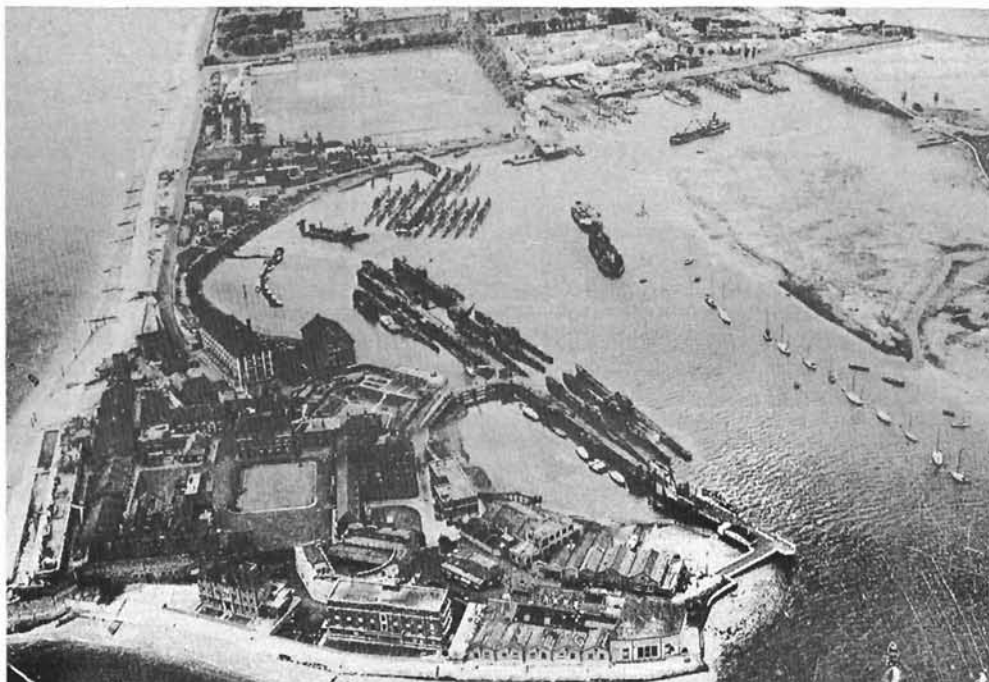
The courses are of the following duration: men other than engineroom, four weeks; engineering mechanics, six weeks, and engineering artificers, ten weeks. While under instruction all trainees are accommodated in the area known as HMS *Dolphin II*. Most of the instruction is given in the classrooms surrounding the escape tank, the whole being known as the instructional area.

Lectures, with working models, sketches and follow-up films, teach the man the construction of the pressure hull, the location of the tanks used for stowage of oil and water; the use of electric motors and diesel engines; how to make the submarine dive and surface and many other aspects of submarine life. These are usually followed by a visit to one of the submarines in harbour to see and use the gear in its proper surroundings. Varying periods are spent at sea but all classes undergo a three-day cruise in one of the operational submarines. Here, under the watchful eye of experienced men, they operate the submarine. Dummy attacks are carried out on merchant vessels or warships in the area. The torpedo tubes are fired and guns exercised. (It is of interest that a submarine commander expects the first shell to be in the air, on its way to the target, within 20 seconds after the periscope standards break the surface of the water.)

All types of breakdown in equipment are exercised, as well as the normal periods of peacefully sliding along hidden from all eyes. The point stressed is that every man must carry out his duty quickly, quietly and conscientiously and report all actions to the control room—the nerve centre of the

(Continued on page 28)

The Royal Navy's submarine training base, HMS *Dolphin*, at Gosport, near Portsmouth, where nearly 200 officers and men of the Royal Canadian Navy will undergo submarine training during the next few months. (Royal Navy Photo)



AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Magnificent*

September started quietly for the *Magnificent* with a welcome week in Halifax. This proved to be the lull before the storm, since the following ten days found her fully embroiled in the annual NATO exercise New Broom II.

This exercise was primarily one of convoy support and defence and, as a result, VS 881 undertook round-the-clock flying patrols, which necessarily added up to some very long hours for some departments, particularly the flight deck, air maintenance, Action Information and Communications departments.

VS-881 was very successful as the efforts to keep-them-flying paid dividends almost every day in the location of "enemy" submarines. The U.S. submarine *Sea Leopard*, one of the "enemy," was sunk and reactivated repeatedly. The "enemy" raider *Quebec* showed these same tendencies.

For a time hurricane Edna threatened to provide a less tame enemy of a different sort, and some of the *Maggie's* smaller playmates scampered for home. However, Edna passed well clear with no effects except the discomfort of

riding the rolling seas which issued in all directions from the storm centre.

After New Broom the ship returned to Halifax for five days before setting out, on September 21, on the first leg of the cruise to the wilds of British Columbia.

During the passage to Panama, the first leg of the cruise, one milestone of 1954 which came and went was the champagne-winning achievement of the 1,000th deck landing of the year made by Lieut. (P) R. C. MacLean of VS 881.

The *Magnificent* got through the locks without any casualties except the First Lieutenant's fingernails, which were chewed to the quick as the paint work on both sides passed within a few inches of the sea wall.

Upon arrival in San Diego, the *Magnificent* secured first at North Island Naval Air Station, Coronado, to embark aviation gasoline, and then crossed San Diego Harbour and secured for a five-day visit in company with HMCS *Stettler*.

During the ships' visit, officers and men took advantage of a chance to attend topline radio and television programs in Hollywood. Programs seen included "Truth or Consequences",

"People Are Funny", "This Is Your Life," "McElroy at Sunset", "The Bob Crosby Show", "Tennessee Ernie Ford Show", "My Big Moment" and the "Dinah Shore Show". Some members of the RCN were guests on audience participation programs and won prizes ranging from cash to radios.

During the San Diego visit the *Magnificent* defeated the *Stettler* in a softball game at Navy Field. The carrier squad took the plane-guard crew 6-3.

The ship was open to the general public for one afternoon and it is estimated that about 4,800 people came aboard. One interested group was Calxico Mission School, Imperial Valley. There were 35 in this party of school children who were escorted aboard by Henry H. Roloff, public relations director for the port of San Diego. The ceremony of Beating the Retreat drew many onlookers and complimentary comments by the press.

About 100 men were guests of the USN at a dance at the Navy recreation area in the heart of San Diego. In addition, the USN Special Services Division at Los Angeles arranged conducted tours of the fine San Diego Zoo in Balboa Park. Private parties travelled 15 miles across the Mexican border to watch the fast-paced Latin game of jai-alai as well as to spend a few hours making Mexican souvenir purchases. Other groups saw the noted Palomar Observatory, while many others went swimming at several of San Diego's "sun-drenched" beaches.

After 48 hours at sea, most of it in dense fog, the two ships steamed under San Francisco's tremendous Golden Gate bridge at 0700 on Monday, October 18 and secured at Treasure Island. A salute was fired by the *Magnificent* as the aircraft carrier entered San Francisco Harbour. A return salute was fired by an American battery from old Fort Scott, oldest military garrison in the San Francisco area.

Mr. Paul Reading, Canadian Consul at San Francisco, welcomed the ships at their berths in Treasure Island and later Commodore Rayner visited Mr. Christopher Eberts, Canadian Consul-General in San Francisco and together they made a number of official calls, all of which were later returned.

On the second day of the ship's visit to San Francisco, the *Magnificent's* soft-

Admiral of the Fleet, His Royal Highness the Duke of Edinburgh and Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, leave the playing field at Naden to take passage in the Comox across Esquimalt Harbour to the dockyard. (E-28058)



ball team took on the league-leading U.S. navy team from Treasure Island and after a thrilling nine innings lost out by a single run. The final score was 4-3.

One of the highlights of the San Francisco stay was an invitation, accepted by about 40 officers and men from both the *Maggie* and the *Stettler*, to attend a basketball clinic at Mare Island Naval Shipyard. Ben L. Harris, 12th Naval District director of athletics, arranged the clinic which featured a chalk-talk and blackboard session by Howard Dallmar, head basketball coach of Stanford University.

Lieut.-Cdr. (P) J. M. J. Burns and Lieut.-Cdr. F. C. Pettit were guests on a popular radio program "The Del Courtenay Show", while both Commodore H. S. Rayner and Capt. Conrad Namiesniowski, RCN (R) appeared on San Francisco radio and television programs.

In an exhibition of volley ball, the championship USAF team from Hamilton Air Force Base entertained the *Magnificent* ship's company for a couple of hours, while the carrier's basketball team was hopelessly outclassed in a game with the US base team from Moffett Field, 89-13. The Moffett Field team is considered the best in the 12th Naval District.

Seven members of the *Magnificent's* crew were the subjects of a short film

feature by a Paramount newsreel. The seven men were shot in characteristic poses against familiar San Francisco scenes such as Ferry Building, the cable cars, Chinatown, Fishermen's wharf, to name just a few. Liberal leave allowed members of the ships' companies to explore many of these historical landmarks in small groups.

The two ships cleared San Francisco at 0900 Friday, October 22.—W.L.

HMCS Haida

On Sunday September 26, HMCS *Haida* became the second Canadian destroyer homeward bound from Korean waters to cross the Equator.

At Longitude 106° 15' East, King Neptune in the person of CPO Charles Burgess boarded the *Haida* and after his official introductions, ordered his court to initiate the tadpoles.

The night before the crossing Neptune's Herald played by PO George Keery and his two guards, Ldg. Sea. Norman Manner, and Ldg. Sea. Jean St. Michael boarded the ship to challenge its right to enter Neptune's watery Realm. Met by a "Guard of Dishonour", they introduced themselves to the ship's commanding officer, Lieut. Cdr. Mark W. Mayo and ordered him to have his tadpoles ready for the arrival of Neptune.

On Sunday, blessed by cool weather, the *Haida's* tadpoles waited impatiently

for the arrival of Neptune and court. Shortly after noon the bath was rigged on the upper deck and the dunking chair made ready.

Clad in oakum skirts and fitted with crowns and other bits of deep sea rig the court arrived at 1430. Queen Amphitrite (PO Alexander Watson) was most charming. Cd. Gunner C. N. Stroud, Neptune's doctor, wore his gory apron with a nonchalant air.

Following the medical the tadpoles were "shaved" by Neptune's barber, CPO Herman Heppell. They were dunked in the bath by a special team composed of heavyweights, Lieut. (TAS) Lorne Gibson, Ldg. Sea. George Woodward, AB John Depottie and AB Fred Pledge.

The Scribe, CPO Edward Rigby, after two hours and 15 minutes, reported to King Neptune that a total of 203 new shellbacks had become citizens of his domain.

General supervisor of the whole affair was Lieut.-Cdr. (S) Donald C. McKinon.

HMCS New Liskeard

During September, the *New Liskeard* "Dillied with Dolly" in company with HM Submarine *Alcide* but she spurned an invitation from the *Alcide* to "Dally with Edna". One hurricane a season was considered quite sufficient.

Later in October, while Haligonians were shivering, the ship's company enjoyed a swim in the balmy (75°) Atlantic, 170 miles from the home port.

After a TAS exercise in which depth charges were fired, a seaboot was lowered in the hopes of finding some fish. It was decided by all members to leave fishing to fishermen. Not even a flounder was found.

Sub-Lt. John Hall joined the ship in October after having completed an officers' divisional course at *Cornwallis*.

Albro Lake Radio Station

A smoker was held at the Albro Lake Naval Radio Station to bid farewell to three petty officers who had served at the station for quite some time. They were Petty Officers J. D. McGowan, E. G. Duncan and G. J. Parson, drafted to *Stadacona* for disposal.

Other changes in staff have included Ldg. Sea. William Jackson to *Shearwater*, replaced by AB Lloyd Hall from *Stadacona*; AB Ronald Stewart replacing Ldg. Sea. Ernest MacEachern, returning to Naden; Ldg. Seaman Donald Bruce, Andre Coutrier, Arthur Hill and Maurice Ash to *Stadacona* for their CR2 course, and Able Sea. Raymond Vermette and Leonard Montford also to *Stadacona*.



Chief and Petty Officers who recently completed No. 53 Leadership Course at *Cornwallis* are shown here. Front row, left to right: PO H. J. McCaw, CPO David Graves (Parade Instructor), Cd. Writer Officer A. L. Hayley (Course Officer), PO W. J. Yessey; second row, PO W. P. Settler, PO D. P. Williams, CPO H. S. Edwards, CPO H. T. Parkyn, PO P. Quiring, PO A. J. Rideout, CPO G. A. Jordan; third row, PO J. Hackett, PO R. T. Moore, CPO J. H. Rule, PO D. Harris, PO J. S. Costello, PO P. Elve, PO R. T. Wash, PO A. M. McNaughton; rear row, PO A. D. MacKay, PO T. B. Edwards, CPO R. R. Winder, CPO J. D. Cummings, CPO A. L. Wright, PO E. S. Kitchen, CPO D. J. De Ste. Croix, CPO H. Jenkins, PO W. D. Scoville. (DB-4680)

New arrivals on the staff are PO Angus MacKay from *Cornwallis*, Ldg. Sea. John O'Riley from the *Quebec*, Ldg. Sea. James Glover from *Penetang* and AB Maurice Senuik from *Stadacona*.

Among enjoyable parties held recently was the Hallowe'en dance, October 30, sponsored by the Chief and Petty Officer's Mess.

HMCS Portage

The *Portage*, after completing the cadet training program, sailed for Lunenburg, N.S., and remained there throughout the Lunenburg Fisheries Exhibition during the week September 13 to 18.

The week's visit was welcomed by all hands as a respite from the training program of the summer and also as an opportunity for some of the older hands on board to renew acquaintances made during refit earlier this year.

The visit was highlighted on the first day by a visit from His Excellency, the Hon. Vincent Massey, Governor-General of Canada, accompanied by Rear-Admiral R. E. S. Bidwell and Commodore E. P. Tisdall.

Since her return to Halifax, the *Portage* has been engaged in TAS exercises.

Lieut. Colin Bird has been welcomed on board and a regretful farewell has been said to Lieut. H. W. Markle, who has been wished the best of luck in his specialization course.

PACIFIC COMMAND

HMCS New Glasgow

The Royal Canadian Navy, on January 30, 1954, brought into commission a new Prestonian Class frigate, modern to the detail, and one which has proved to be a happy ship and a clean ship. From the first voyage under the command of Cdr. G. A. La Rue, all concerned were certain that this was a substantial contribution to the RCN.

The *New Glasgow* sailed from Halifax on February 27 for the West Coast, the first stop being Bermuda. From there she sailed to San Juan, Puerto Rico, where the ship was given a cordial welcome, and the commanding officer was presented with the keys of the city.

HMCS *Stettler* joined the *New Glasgow* at Colon, and the two ships sailed in company to the hustling port of modern San Diego. A warm welcome greeted the two frigates on their arrival in Esquimalt.

The summer months were devoted to extensive training of all personnel and cadets borne for training. Exercises were carried out with USS *Gudgeon* in coast waters.



On Navy Day the people of Halifax were treated to their first close-up view of a HUP III, the new Piasecki helicopter now in use with the RCN. Above, the helicopter hovers over the parade ground in HMC Dockyard, its tandem rotors holding it practically motionless.

In June, the *Ontario*, *Stettler*, *Sioux*, and *New Glasgow* participated in a cruise to San Francisco, followed by a cruise in July to Long Beach where the *New Glasgow* and *Stettler* exercised with the *Iroquois* before she left for the Far East.

September witnessed a voyage to the RCAF Station at Comox, B.C., and to Powell River, B.C. where Cdr. G. A. La Rue, officiated at the opening of the Powell River exhibition, accompanied by a guard from the ship.

Also in September, a very enjoyable time was had at the ship's company dance at the Club Sirocco in Victoria. The entertainment committee outdid themselves in supplying food, good music and a variety of talent.

HMCS James Bay

May 3, 1954, saw the commissioning of HMCS *James Bay* as part of the Second Canadian Minesweeping Squadron.

Since that date the ship has performed operational minesweeping duties, ironed out wrinkles in equipment, and worked officers and men into an efficient team.

During minesweeping exercises the ship has covered much of the West Coast area. There have also been leisure moments in various ports of call including Nanaimo for the May 24th celebration, New Westminster, and Vancouver during the British Empire Games.

Ordnance School

The third class of Ordnance Technicians commenced on October 18 at the Ordnance School in Naden.

Included in the class are CPOs D. W. Ross, M. C. Brookes, R. F. Polly, R. Williams, L. A. Johnston, S. M. Duncan, G. J. Clare, D. A. Wilkinson, F. Turner, H. Bourret, T. A. Decker, G. A. Kilgour, D. A. Thompson and J. R. Vincent.

The following men have been drafted from the school: CPO D. L. Berry, PO A. Burns, AB E. T. O'Donnell and Ord. Sea. W. B. Gray, to *Athabaskan*, and PO I. Emberton to *Ontario*.

Mechanical Training Establishment

One of the highlights of recent weeks was the presentation of the RCN Long Service and Good Conduct Medal by Commodore P. D. Budge, to CPO William Thyne.

In September there were 89 men, including C1EMs, P1EMs, P1ERs, P2ERs, P2EMs, LSEM and ABEMs undergoing course training. The first Basic Technical Trades Course commenced late in October, and will continue at regular intervals once the OSEMs have gained the necessary seetime qualifications.

Cdr. (E) H. Bolus, Officer-in-Charge, Mechanical Training Establishment was the co-ordinator of the annual "Red Feather" campaign.

CPO Frank Galley, recently returned from Ottawa, was responsible for the success of the MTE's Canada Savings Bond Campaign.

TAS Training Centre

At present there are five classes of TD3s and one class of TD2s qualifying. It has been noted with interest that most of the TD3s have come directly from new entry training in *Cornwallis* under the new specialist training scheme. Their progress is being watched with interest.

A number of staff changes have taken place recently. Among the new staff members are CPO H. C. Dunbar, PO G. L. Dixon, and CPO J. B. Bing. Those drafted to new centres are CPO J. D. Blenkinsopp and Petty Officers W. T. Stanbrook, B. R. Bottomley and R. W. Gray.

NAVAL DIVISIONS

HMCS *Prevost*

In competition with 21 other naval divisions across Canada, HMCS *Prevost* came out on top as the first division to win the Naval Divisions Efficiency Trophy. Divisions were judged on the basis of general efficiency, cleanliness, organizations and esprit de corps.

Prevost was inspected by Commodore K. F. Adams, Commanding Officer Naval Divisions, who inspected all eastern divisions. The western divisions were inspected by Captain (now Commodore) P. D. Budge, at that time Chief of Staff to COND.

"Come on in, son. The water's fine!" Lieut. L. W. Smith, of Dartmouth, had the pleasure recently of administering the oath of allegiance to his son, Desmond, who entered the RCN as a petty officer engineering artificer. Lieut. Smith is the recruiting officer for No. 6 Mobile Recruiting Unit. Cdr. W. Graham Allen, commanding officer of HMCS *Scotian*, looks on. Desmond served his apprenticeship as a machinist with the Halifax Shipyards at the Dartmouth slips. (HS-32425)



The Efficiency Trophy was presented by Commodore Adams to *Prevost's* commanding officer, Cdr. E. G. Gilbride.

Although the rules governing the awarding of the trophy state that no ship can win it two successive years, the ship's company of *Prevost* is looking forward to regaining the trophy in two year's time.

Further evidence that the London naval division is a "big girl now" has come with the allotment to *Prevost* of its own pay records and cash accounts for the first time since the Second World War.

Previously the accounts were handled in *Bytown*, in Ottawa, and *Star*, in Hamilton.

Now *Prevost* has welcomed to the staff the division's first supply officer since the end of the war, Lieut. (S) J. J. Stuart. The cash account opened November 1 and the first payment went to CPO A. G. West.

HMCS *York*

HMCS *York* was honoured on separate occasions recently by the visits of two distinguished guests.

Vice-Admiral E. R. Mainguy, Chief of Naval Staff made an informal call on a Saturday morning to the ship's messes. While his stay was short due to other naval commitments, he did have an opportunity to chat with a few members of the ship's company of *York*.

During a Wednesday evening drill Captain W. G. Parry, RN, Senior Naval Liaison Officer to the United Kingdom



The informality which marked the Canadian tour of Admiral of the Fleet, His Royal Highness the Duke of Edinburgh is depicted in the photograph above. Here, the Duke of Edinburgh chats with Captain D. L. Raymond, commanding officer of the Ontario, on the cruiser's bridge during the passage from Port Hardy to Kemano, B.C. (E-28139)

Services Liaison Staff (Canada) and Naval Adviser to the United Kingdom High Commissioner, in Ottawa, came aboard the Toronto division. Captain Parry recently arrived in Canada from his previous appointment as Captain Coastal Forces in HMS *Hornet*, Portsmouth, England.

His visit to the Toronto Naval Division gave him an opportunity to inspect the training departments of *York* and witness the monthly ceremonial drill and evolutions.

Captain Parry was the guest of the ship's wardroom before and after drill.

York's whalers and dinghies are ashore for the winter, and their moorings up. HMCS *Reindeer* and tug *Plainsville* sit high and dry on their blocks in the Hamilton Harbour Commission dockyard.

The *Reindeer* left *York* on her last voyage of the year under Lieut.-Cdr. W. A. Sheppard. De-stored except for safety and navigational equipment, she left Toronto in fog at reduced speed, but the weather soon cleared. Crew and equipment were returned to *York* by truck.

The *Plainsville* slipped on October 8, under Sub-Lt. R. L. Perry. The tug made good about 8.6 knots through a short southwesterly sea, completing the 24.9 mile run to Burlington Canal in 2 hours, 53 minutes.



The Navy Plays



Venture Downs Royal Roads

Coming back strongly in the second half, HMCS *Venture* scored an upset victory over a powerful Royal Roads team in a Canadian football game played on the Canadian Services College home grounds, Creery Field, October 18.

Two unconverted touchdowns, one in each quarter, gave Royal Roads a commanding 10-0 lead at the half. However, in the third quarter, *Venture* got under way and a touchdown and rouge made the score 10-6. Another touchdown, this one converted, changed the board to read 12-10 for *Venture* in the final quarter.

The game ended with an unsuccessful field goal attempt by Royal Roads.

In contrast to their hard-fought battle with Royal Roads, the *Venture* cadets have had little trouble with the other entries in the four-team league.

The team, coached by Inst. Lieut.-Cdr. G. L. Connor, won every one of

the five games played to the end of October—most by a wide margin. *Venture* has defeated the Vampire Juniors by scores of 40-11 and 52-5, and has taken the measure of the Oak Bay Drake Juniors 13-0 and 16-0.

Gloucester Plans Winter Sports

An ambitious winter sports program has been organized at HMCS *Gloucester*, the naval radio station near Ottawa.

Five sports are listed on the inter-part games schedule, with five teams forming the proposed hockey league and seven teams competing in basketball, volley-ball, darts and table tennis.

The station also is making plans to enter a representative hockey team in one of the civilian or service leagues in the area.

Tournaments have a place in the program, with entries sought for billiards and snooker.

The Wrens at the station have organized a two-sport program, with two teams entered in an inter-class basketball league and two squads competing in inter-class volleyball.

Twice yearly, the Cock-of-the-Barracks trophy will be awarded to the department compiling the highest total number of points in all inter-part sports. It is hoped that suitable trophies for each individual sport on the schedule also will be awarded.

Badminton in New Quarters

Another winter activity again under way in *Naden* is the Badminton Club. This year, for the first time, the club will make use of the eight-court lower gymnasium in the new P&RT Building in the Barracks.

Approximately 40 members are already enrolled, with the expectation of larger turnouts when the season is further advanced.

"Edna" Attends Football Opener

Hurricane Edna was pouring its fury on the city of Halifax, as *Stadacona* and *Shearwater* met in the opening game of the Canadian football season, with the Flyers from *Shearwater* winning 15-11.

In the Nova Scotia and Maritime Intermediate Softball playoffs, *Shearwater* defeated Hubbards, Lunenburg and Springhill before bowing to the team from Debert Army camp.

In the Tri-service softball play-offs held in Greenwood, *Shearwater* defeated *Cornwallis* in their first match, and lost to the Army team in the second game.

September Shoot Proves Success

One of the most successful meets ever held by the Pacific Command Rifle Association took place at Victoria's Heal's Range late in September.

Besides representatives of ships and establishments of the RCN, members of the RCAF Active and Reserve Force from Comox, B.C., the Canadian Scottish Regiment (Reserve), the 75th Regiment, the 5th Regiment and the South Vancouver Island Rangers participated. There were also events for cadets of the three services.



The outstanding Sea Cadet of the year is shown here with the outstanding swimmer of the year. Marilyn Bell assisted C. Kirkland McLeod, national president of the Navy League of Canada, in presenting the President's Trophy to Sea Cadet PO Lemuel Boyd of RSCC Warrior, Edmonton. The presentation took place at the annual Navy League dinner in Toronto on October 28. (Photo courtesy Toronto Globe and Mail.)

Highlights of the competition included a "shoot off" between CPO D. J. Kennedy and CPO H. E. Zerbin for the Commodore K. L. Dyer Rapid Fire Trophy, with the latter winning by a small margin. Wren Elizabeth Patterson, of HMCS *Malahat*, shooting for the first time on a full-bore range, won the Lieutenant-Governor's Trophy.

The All Comers' Aggregate was won by Mrs. F. Morse, of the SVIR, with AB L. C. Hawtin second and AB P. W. Wells third. The Grand Aggregate Trophy was won by Lieut. Denis Colegrave, with PO R. A. Shore runner up.

Among those present during the prize presentations were Col. the Honourable Clarence Wallace, Lieutenant-Governor of B.C., Rear Admiral J. C. Hibbard, Commodore P. D. Budge, Major T. Hall, President of the BCRA, Lieut.-Col. D. Hunt, president of the VCDRA, Captain David Groos, commanding officer of the cruiser *Ontario*, Cdr. G. A. V. Thomson, commanding officer of *Malahat*, and Major A. M. Taylor Spittal, a member of the 1954 Bisley Team.

Commended for their work in the organization of the meet were Lieut. George Grivel, secretary of PCRA, Lieut. G. H. Barrick, range officer, CPO J. R. Luke, assistant range officer, CPOs W. Burch, R. S. Carter and D. R. Hooser, Ldg. Sea. E. D. McMorris, and Wrens D. McCahill and M. J. Dodsworth.

Dockyard Entry Wins at Roadeo

Two civilian motor transport drivers from HMC Dockyard, Halifax, won the two main events at the third Annual Maritime Truck Roadeo at Amherst, N.S., recently.

A. D. Virtue won the tractor-trailer event and M. A. Lancaster the straight truck competitions. The latter, in winning his event, compiled the greatest number of points ever received by a driver in Canadian competition.

Sports Rate High At Discovery

Persohnel of HMCS *Discovery*, the Vancouver naval division, are embarking on a heavy winter sports program.

Lieut. Bob Burtwell, a member of Vancouver's famed Cloverleaf basketball team, has joined the division as assistant sports officer. Naturally, he is spending much of his time developing a topnotch basketball team in *Discovery*.

Following last year's successful season, a deck-hockey league is again being formed. Prospects are that a five- or six-team league will be in enthusiastic operation during the winter.



*The General Chairman and
The Executive Committee of the
British Empire & Commonwealth Games Society
together with the Mayor and the
City Council of Vancouver
express their appreciation and gratefully acknowledge
the magnificent contribution made by*

THE ROYAL CANADIAN NAVY

*during the organizing and planning of the
Fifth British Empire & Commonwealth Games, 1954
at Vancouver, British Columbia*

Stanley D. Smith
General Chairman
Executive Committee

J. Stume
Mayor of Vancouver

Certificate presented to the Royal Canadian Navy in recognition of the time and effort contributed to the British Empire Games by the Pacific Command. (E-28826)

Lieut.-Cdr. (S) A. C. Penley, well-known oarsman, spent the summer organizing and training a competent rowing crew, the members of which are now keeping in shape in deck hockey, basketball and other sports more in keeping with the season.

The old favourite, badminton, also is on the winter sports schedule, and a large turnout is expected each night. Rifle shooting is another indoor activity which is drawing its share of participants.

Navy Ready for Hockey Season

The Pacific Command of the RCN is represented in the Vancouver Island Amateur Hockey League, which opened on October 18.

PO Norman Jones is coach of the team with Lieut.-Cdr. Frank Saunders as manager.

Among players turning out with the team are PO Len Paget, Leading Seamen Paul Wannamaker, Joe Woods, Orv Coulter, Archie McLean, John Bond, D. C. Larter and Gil Lundihn, and Able Seamen Bill Bird, Johnny Merrifield and Paul Lapointe.

Seamen's Mess Sports Winners

Athletes of the seamen's mess walked off with first prize—a handsome framed picture of the first warship to bear the name of *York*—in *York's* first sports day, in September.

The seamen, aggregating a total of 11 points were two up on the officers, second with nine. The Chiefs and POs were third with six points and the Wrens fourth with three points.

Events included a whaler sailing race, dinghy sailing race, war canoe race, tug-o'-war and a baseball tournament

in addition to races for the children and contests for the ladies who attended.

After the supper on the drill deck prizes were presented to the winners and a well-attended dance rounded out the day.

E.T.C. Captures Barracks Trophy

The Electrical Training Centre in HMCS *Naden* showed a clean pair of heels to the remainder of the 24-team Inter-divisional League to win the Cock-o'-the-Barracks Trophy for summer competition.

The winners harvested 204 points out of a possible 225. Runner-up was the Ordnance School with 179 points. Mechanical Training Establishment IV was third with 175 points and *Naden* Writers fourth with 169.

Sports on the summer schedule included softball, swimming, water polo, soccer, volleyball, track and field, touch football, bowling and tabloid sports.

Prevost Excels In Swim Tests

Five members of the ship's company of *Prevost* were awarded certificates, ribbons and plaques for swimming feats at the London YMCA pool in October.

Petty Officers R. H. Parker, and Donald C. MacAulay received the Bronze Medallion Certificate of the Royal Life

Saving Society, while Leading Seamen L. C. Geddes and S. E. Pilcher and Ord. Sea. D. H. Rake received similar certificates along with YMCA ribbons for "outstanding aquatic feats" in underwater swimming.

Ldg. Sea. Pilcher also received a plaque for successfully completing two underwater lengths of the pool.

This is believed to be the first naval group in the London area to be awarded the Royal Life Saving Certificate.

Hockey Team For Albro Lake

The Albro Lake Naval Radio Station is in the process of forming a hockey team for competition in the Dartmouth Hockey League.

Team officials say the response has been encouraging and a successful season is anticipated.

Ordnance Rifle Team Does Well

Both individuals and teams representing the Ordnance School at *Naden* did well in the recent meet sponsored by the Pacific Coast Rifle Association.

The school's Bren gun team placed second in a list of 15 entries, while in the individual events CPO T. D. Angus and PO Alex Hogg made a good showing.

Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, "kicks off" to open the first game of the 1954-55 Victoria Canadian football schedule, at MacDonald Park, Victoria. Holding the ball is Seth Halton, president of the VCFU. Played September 4, the game saw the Navy team defeat Mayo Vampires 11-7. In the second game, in which Navy opposed Oak Bay Drakes, the sailors came out on the short end of a 30-6 score. (E-28394)



A deep-sea fishing trip as guests of the United States Navy was the interesting experience of five officers of the *Magnificent* when the carrier visited Balboa, on the Pacific side of the Panama Canal, in the course of her cruise from Halifax to Esquimalt. The Canadian members of the fishing party are shown above with their trophies. Left to right are Lieut. (O) R. E. Quirt, Lieut. (L) J. G. R. Hutcheson, Lieut. (P) Brian Hayter, with sailfish he caught, Lieut. Cdr. D. M. MacDonald and Surg. Lieut. N. W. Bradford.

At present the school's pistol experts are sharpening up their shooting eyes, under the guidance of Ord. Lieut.-Cdr. H. W. Mayne, in preparation for the PCRA revolver shoot.

New Glasgow Busy With Varied Sports

Her first summer in commission since being modernized found the *New Glasgow* taking part in a varied sports program.

The softball season ended with a game between the *New Glasgow* and the *Crusader*, which was won by the latter.

The ship's rifle team has been active during the past few months and at time of writing was making preparations to enter one or more of the large meets scheduled for the fall on the West Coast.

Pistol experts also were hopeful of entering a representative team in the Pacific Command Rifle Association meet.

Both CNS Trophies Won by Officer

Lieut. Denis Colegrave, a member of the Pacific Command Rifle Association, has added another to his impressive list of laurels in shooting competitions.



Winner of the Rear-Admiral E. R. Mainguy Trophy, emblematic of the .303 rifle championship of the West Coast, in a recent PCRA meet, Lieut. Colegrave also holds a "Mainguy" revolver, a trophy he won for pistol shooting in 1948.

He thus becomes the first officer or man in the Navy to hold both of these awards, donated by the Chief of the Naval Staff.

'Sweepers Keen Rivals at Sports

In contrast to their close co-operation at sea, the minesweepers *Comox* and *James Bay* are the keenest of rivals on the playing field.

The *James Bay* holds the edge at present in baseball, having won two out of three games with her sister ship. Ships' hockey teams are now being formed and the competition will be continued in this sport.

Children Swim in Naden Pool

One of the most popular activities taking place in the new *Naden* gymnasium is the Children's Swimming Club.

So numerous have been the participants that it has become necessary to divide the children into different classifications, each with a separate period for the use of the renovated pool.

In one group are the "Tadpoles", made up of all non-swimmers living outside of Belmont Park. Non-swimmers from Belmont Park, known as "Pollywogs", have a special period of their own. Children who can swim 25 yards are known as "Porpoises", while the "Sharks" are those who can swim 50 yards or more.

Navy Loses to Victoria Team

The Royal Canadian Navy entry in the Victoria Intermediate Football Union was eliminated from the playoffs by the Mayo Vampires, of Victoria.

The final game for the sailors saw them go down to defeat by a score of 12-6.

In league competition the Navy team won only one game and lost four.

Hopes Held for Winter Victory

The TAS Training Centre, in *Naden*, has strong representation in most of the sports making up the Winter Cock-of-the-Barracks schedule, and is hopeful of taking the coveted prize at the end of the season.

TASTC teams or individuals are entered in the following sports: volleyball, hockey, basketball and swimming.

LAND OF THE WEBFOOT

or

"With Maggie in Darkest Canada"

AFTER a long beat up the west coast of North America, during weather which caused the cancellation of flying, we drew near to the unexplored estuary of the Juan de Fuca River.

On Sunday, October 24, we launched 15 of our aircraft to carry out a reconnaissance of the area to the eastward, in the hope that they might be able to locate some of the lost tribes of Canada. They (the aircraft) were ordered to fly in battle formation, as the politics of the natives were not known.

They passed over a native settlement which, according to our captive interpreter is called "Skwymalt" and the flight commander reported by radio that the natives showed no signs of hostility. They continued their reconnaissance over a larger encampment to the eastward of Skwymalt of which we do not know the native name but which we have designated Victoria on the accompanying maps.

They then passed over a large bay which henceforth will be known as Sandwich Inlet and at this point the formation was attacked by three-engined mosquitos and our aircraft were forced to land on some meadowland, near the bay which we have called Patricia, in memory of a girl back home.

When our aircraft failed to return, the captain called a meeting of the heads of departments to decide whether or not we should venture further into the wilderness to try to ascertain the fate of our aircrews and to see if the lands were worth annexing for Canada. After some discussion it was agreed that, with the help of the two captive natives, we would follow the Juan De Fuca River to its source, where it was understood that the natives had a large encampment called "Vankoo-Var", where we might get some information.

On passing some small islands, which we called "Rat Race Rocks" in honour of 871's landing circuits, we sighted a small area of heavy fog and rain about ten miles to the north and our captives informed us that the native village of Skwymalt was usually found there in the hunting season. Our captive also said that it had become a watering place during a recent change of tribal administration and, as the senior engineer was running short of fresh water, it was decided to proceed to the vicinity.

During our approach to the harbour, we were escorted by a flotilla of native canoes which led the way through a narrow entrance and passed a conspicuous headland which we named "Dunce Head" to commemorate the OD who was seasick to windward. On this latter headland we sighted the Paramount Chief of Skwymalt, who was surrounded by his runners, smoke-signallers and medicine men, two of whom justified their presence by helping the Chief to wave his heavily braceleted arms. It was not readily apparent whether this gesture was one of welcome or a native version of Old Mother Riley telling the neighbouring kids to get the hell out of her watermelon patch.

On entering the sheltered bay we found several large war canoes, all painted gray, which confirmed that the natives were civilized enough to know about wars. Although we were somewhat apprehensive that the musicians on the jetty might form some 20th Century Trojan horse, we approached the jetty and threw out sentries.

Shortly after arrival, the Captain proceeded ashore to visit some of the tribal aristocracy, but was cautious enough to carry his sword. Several of the local dignitaries returned the Captain's calls during which time the pipe of peace was smoked and it was agreed that the wardrobe should keep the canoe-depot in good spirits, in return for which the Chief guaranteed that our fine ship's company would not be molested ashore. Much wampum was exchanged with the peoples of the place who call themselves Naydens and I am happy to report that Her Majesty's servants consider that valuable friendships have been made with the local populace.

After four days of interrogation and a tomtom Gallup Poll in Skwymalt had produced no news of our missing aircraft, we received a smoke signal that they had been seen orbiting a native encampment at Vankoo-Var in a vain hope of the weather clearing enough for them to land. We accordingly sailed for Vankoo-Var via a channel which appears to be a tributary of the Juan De Fuca River. We were pleasantly surprised to find that Mr. Rand-McNally is quite right and that the land on our right was all coloured green and that to our left was all pink like the British Commonwealth.

Lace That Girdle Tighter, Maggie

As we were approaching Vankoo-Var, our aircraft spotted a "vic" formation of seagulls rubbing their claws and rightly guessed that said gulls had spotted our newly-painted flightdeck. They accordingly formed on the gulls and followed them into the landing circuit.

Having thus accomplished our objective of recovering the lost aircraft, we paid only a brief visit to Vankoo-Var where some ten thousand of Her Majesty's potential taxpayers descended upon the ship in friendship. A medicine man whose feelings were hurt arranged that there should be no sunlight throughout our visit. We accordingly withdrew and, after a brief watering stop at Skwymalt, we commenced the return journey to the "Eastern Canadian Port", on November 9.

To summarize, your unworthy servants submit the following remarks:

- (i) We have taken possession of all the lands to the north of the Juan de Fuca River and of the headwaters of this river and have called the territory British Columbia.
- (ii) The natives are extremely friendly and potentially valuable relations have been established with these peoples. Their Paramount Chief Calcutt asks that his wampum be passed to Laird Campney and such others of your ministry who may send trade goods to this new territory. Such trade goods should not include pussers' sandals as the natives are all web-footed.
- (iii) It is recommended that missionaries and traders be sent to exploit these new lands. There is ample room for endeavour for both categories.—W.L.

35,000 Trample Maggie's Decks

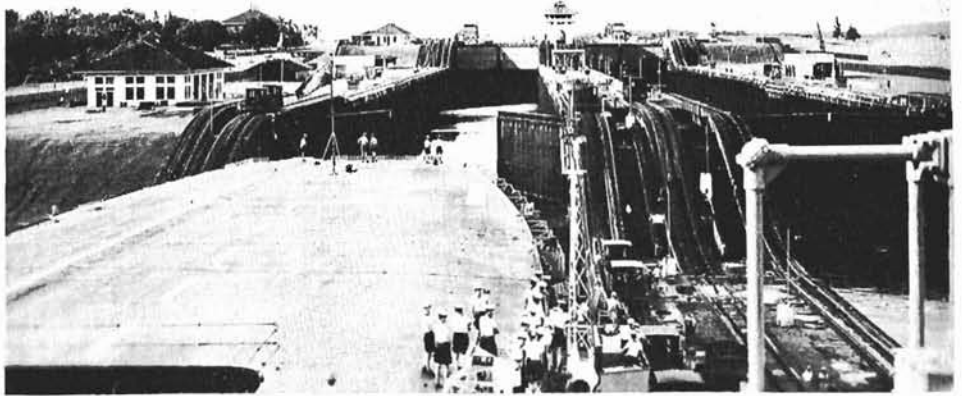
Even the capacious decks of HMCS *Magnificent* weren't expansive enough to hold the crowds that tried to visit her during her West Coast visit.

Of those who lined up to visit her, 35,000 succeeded in getting on board, but nearly 5,000 were too far back in the queue to make it by the time visiting hours ended.

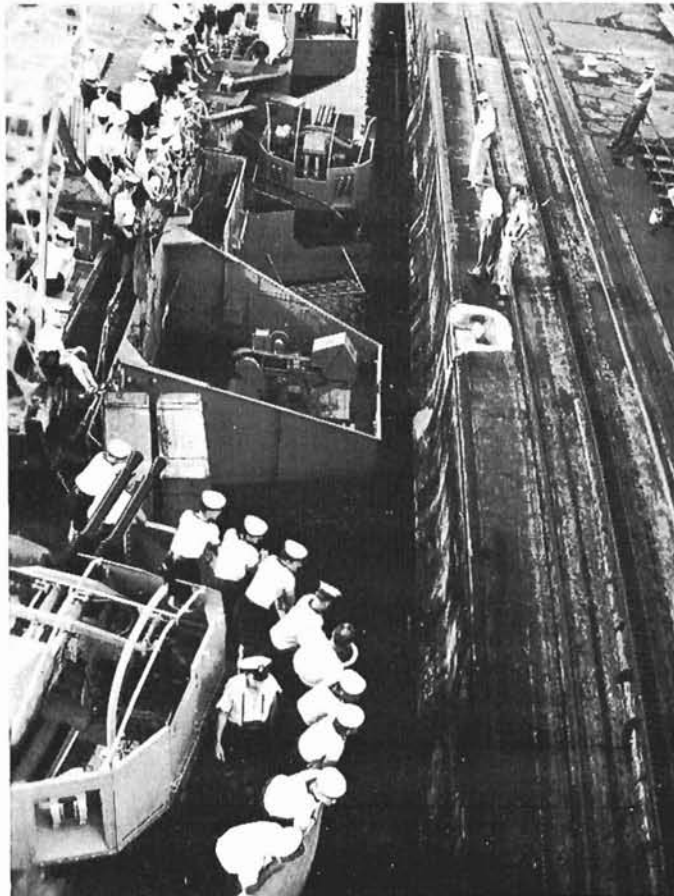
One day in San Diego brought 4,800 persons on board and the one-day visiting period in San Francisco 4,300.

An estimated 15,000 men, women and children swarmed aboard during three days in Esquimalt, with about 1,400 being turned away each day.

In Vancouver, where "open house" was observed for two days, 10,900 persons came on board and another 1,500 tried and didn't make it.



Will She Make It?



Whew!

HMCS *Magnificent* during her passage through the Panama Canal en route to Esquimalt.—(MAG 6029; MAG 6044)

LOWER DECK PROMOTIONS

Following is a further list of promotions of men on the lower deck. The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

AIRD, George A.....	P2TD2	COSGROVE, Timothy J.....	LSQM1	JONES, Thomas J.....	P2RS3
AMES, Alfred R.....	P2EM2(NQ)	COUCH, Roy E.....	LSEM1	JONES, William J.....	LSQM1
AMY, Keith M.....	LSLR1	COULLING, George L.....	LSRC1	JOYCE, Lawrence A.....	LSAA1
ARCHER, Wilfred J.....	LSTD1	CRUICKSHANK, William T.....	LSRP1	JUDD, Frank S.....	PIEM2(NQ)
ARMIT, William Y.....	P1QM3	CRUNDWELL, Edwyn R.....	LSQR2		
ARSENAULT, Joseph.....	LSRP2	CULLEN, Thomas J.....	P2RP2		
ASH, Eldon J.....	P2RP2			KAZMIRUK, George D.....	LSEM1
ASHBY, Leo H.....	LSTD2			KEMP, James R.....	LSQR1
ASPDEN, Robert K.....	LSRP2	DALTON, Edward V.....	P2TD2	KENYON, Chester G.....	P2QR2
ATKIN, Calvin S.....	LSRP1	DAY, George.....	LSAA1	KILMURY, Ernest J.....	LSTD1
AWREY, Donald C.....	LSRP2	DECK, Ronald.....	LSAA1	KING, Claude S.....	P1SH4
AYRES, Robert W.....	LSAA2	DELANEY, Romanus G.....	LSEM1	KLADT, Ronald E.....	LSTD2
		DENNEAU, Carl L.....	LSEM1	KNIPSTROM, Edward C.....	LSAA1
BABSTOCK, Harry N.....	LSRP1	DEVEAU, Gerald R.....	LSMA1	KOPNITSKY, Rodney.....	LSRP1
BAKER, Frederick C.....	LSQM1	DIEBOLD, Servin M.....	P2QM2	KYNASTON, Bernard F.....	P2EG3
BALDWIN, Stanley H.....	LSQM1	DIETSCH, George W.....	LSAA1		
BALFOUR, James P.....	LSAA1	DILEO, George F.....	LSQM2	LABERGE, Guy J.....	LSQM1
BALL, Donald J.....	LSNS1	DONNER, Charles W.....	LSRC1	LAKE, John A.....	LSTD1
BALL, Donald V.....	P1M03	DOUTAZ, George E.....	C2ET4	LALONDE, Guy J.....	LSTD2
BALMFORTH, James F.....	LSRC1	DOWNEY, William.....	LSQM1	LAMONTAGNE, Gilbert M.....	LSAA1
BARLOW, Edgar.....	P2QM2	DRAKE, John P.....	P1QR2	LANGLOIS, Jacques J.....	LSTD2
BARTON, Robert F.....	LSAA1	DUCKWORTH, Roy W.....	P1ET4	LARSEN, Robert.....	LSLR1
BAXTER, James F.....	LSRP1	DUFORD, Bertram G.....	LSEM1	LARSON, Irving H.....	LSEM1
BEAUCHAMP, Robert L.....	LSLM2	DUNFORD, Hilliard E.....	LSRC1	LAUDER, George A.....	C2GI4
BECK, Oakland E.....	P2TD3			LEADLEY, Kenneth B.....	C1ET4
BECKWITH, James T.....	LSEM1	EATON, Beecher S.....	LSEM1	LeBARON, David C.....	LSEM1
BELL, George A.....	LSEM1	ELDRIDGE, Richard H.....	C2TI4	LEES, Clifford J.....	LSRP1
BENNETT, Jachin R.....	LSQM1	ESSEX, Robert J.....	LSQM1	LEONARD, John B.....	P1EA4
BENTLEY, Robert B.....	LSQR1			LESLIE, Samuel.....	LSRP1
BERGERON, William J.....	LSTD1	FEATHER, John D.....	P1SH4	LETHBRIDGE, John L.....	LSTD1
BIGGAR, Ernest E.....	LSQR1	FERGUSON, David B.....	P2AA2	LETHBRIDGE, William S.....	LSEM1
BISHOP, Robert A.....	LSLR1	FERRIS, Irvin L.....	LSTD1	LISTER, Gerald W.....	C1ET4
BJOLA, Leonard N.....	LSRP1	FISH, Charles G.....	P1ET4	LLOYD, William H.....	P1QM2
BLINKHORN, Arthur L.....	LSEM1	FISHER, Gordon W.....	LSLM2	LOGAN, John W.....	P1ET4
BOHNERT, Gordon A.....	P2TD2	FLETCHER, George L.....	P2EM2	LONGEUA Y, Michael J.....	P1QM3
BOISVERT, Frederick J.....	LSCK1	FORTIER, Gabriel J.....	LSRP1	LOTHIAN, Gordon D.....	C2RT4
BONNER, Leonard R.....	PIEM2(NQ)	FOULDS, Frank.....	C2ET4	LUNDY, Jack W.....	P2QM2
BOTTOMLEY, Bruce R.....	P1TD3	FRANKENFIELD, Thomas D.....	P1RC2	LUSH, Archibald H.....	LSQM1
BOULANGER, Gaston J.....	LSEM1	FROST, George A.....	LSAA1		
BOUTCHER, Roy T.....	LSRP1	FYNN, Mervin E.....	LSQM1	MALONEY, Alfred L.....	LSRP1
BOUTILIER, Louis G.....	P2QM2			MALONEY, John T.....	LSCR2
BOYD, Gordon H.....	LSQR1	GALLPEN, Douglas H.....	P1ER4	MARSHALL, Matthew.....	P2QM2
BROMWELL, Paul G.....	LSTD1	GAMMON, Bryan T.....	LSQM1	MASSENDER, Cecil N.....	LSAA1
BROOKING, Kenneth G.....	P1SH4	GOSSE, William C.....	LSQM1	MASSENDER, Joseph R.....	LSTD1
BROWN, Clifford G.....	LSRP1	GATENSBY, Harold S.....	LSQM1	MATTHEWAN, Robert D.....	P2EM2
BRUSHETT, Gerald R.....	C2EA4	GEARY, Ronald M.....	LSRP2	MATTHEWS, James R.....	C1RT4
BUCHANAN, Vincent F.....	LSTD1	GIBSON, Jack S.....	LSNS1	MAYNAGH, Joseph C.....	LSEM1
BUELL, Leon E.....	LSQR1	GIRVAN, Stanley A.....	LSEM1	MEADE, Cyril.....	P2TD2
BUOTE, Raymond J.....	LSQM1	GLENEN, Roy W.....	LSRP1	MELENCHUK, William.....	LSRP2
BURGESS, Arthur R.....	P2EM2(NQ)	GOODCHILD, Charles A.....	LSTD1	MIDDLETON, Morley J.....	C2TI4
BURNETT, Kenneth G.....	P1RT4	GLOWE, Donald D.....	LSTD1	MIKKOLA, Leo L.....	LSRP1
BURNS, William K.....	LSTD1	GOSSELIN, Real J.....	LSAA2	MILLER, Ronald D.....	LSAA1
		GOTTINGER, Fred G.....	LSEM1	MILLER, Wayne C.....	LSEM1
CAIRNS, Robert K.....	LSTD1	GOWEN, Charles L.....	LSTD2	MILLIARD, Gerald A.....	LSRP2
CALDWELL, George B.....	LSRC1	GOWER, James H.....	C1RA4	MILNE, John B.....	LSRP1
CARIGAN, Alexander A.....	LSRP1	GRAHAM, George A.....	LSAA1	MINTON, Gordon E.....	C2RT4
CARIOU, John A.....	C2TI4	GRANT, George A.....	LSQR1	MITCHELL, Donald C.....	LSTD1
CASE, Ross A.....	LSRP1	GRAY, Fergus P.....	LSEM1	MITCHELL, Murray N.....	P2AA2
CHAISSON, Leo R.....	LSAA1	GRAY, Kenneth J.....	LSAA1	MOFFETT, William J.....	P2AA2
CHAREST, Roger C.....	LSRP1	GREENOUGH, Donald M.....	LSTD2	MOODY, Kenneth G.....	LSTD1
CHARLTON, William G.....	LSAA1	GRIFFIN, Richard W.....	P2RC2	MOONEY, Thomas P.....	LSM01
CHASE, Clifford R.....	LSLM1	GRIMARD, Joseph J.....	P1RP2	MOORE, Thomas W.....	LSMA2
CHASE, Earl S.....	LSCS2	GUERTIN, George D.....	LSRP1	MOREAU, Yvon J.....	LSEM1
CHEESE, Robert A.....	LSRP1			MORFEE, Kenneth L.....	LSRP1
CHERWONIAK, Norman N.....	LSAA1	HAGERTY, Bernard L.....	LSEM1	MORGAN, Alexander E.....	LSQM1
CHOQUETTE, Raymond J.....	LSAA1	HALIKOWSKI, Gerald.....	C2PT3	MORTON, William R.....	C1QR2
CHOUK, Leslie J.....	LSRP1	HARRINGTON, Douglas E.....	LSQM1	MUNRO, John D.....	P2AA2
CHRISTIANSEN, Wilson N.....	LSAA1	HART, William E.....	LSQM1	MURPHY, Martin.....	C1SL2
CLARIDGE, Leonard D.....	LSRP1	HENDERSON, Robert W.....	LSLR2	MYERS, Frank S.....	P1ET4
CLARK, Hugh A.....	LSRP2	HERMAN, Herbert L.....	P1ET4	MYERS, Leo A.....	LSCK1
CLARK, James L.....	LSTD1	HIE, Victor A.....	LSQM2	MacISAAC, Bernard J.....	LSLM1
CLARKE, Stewart C.....	C1RT4	HIGGINS, Stephen J.....	LSAA1	MackAY, Donald.....	P1QM3
COLLEY, George.....	P1ET4	HILLSDEN, George W.....	PIEM2(NQ)	MacMILLAN, Howard M.....	LSRP1
COLLIER, Russell S.....	LSTD1	HILTON, Jack W.....	LSEM1	McARTHUR, William.....	P2AA2
CONNOLLY, Charles J.....	LSLM2	HINCHCLIFFE, Ronald F.....	LSQR1	McCLINCHEY, William E.....	LSAA1
		HOBDAY, Gordon F.....	LSEM1	McCONNELL, Hugh.....	LSEM1
		HOGG, William R.....	P1RP3	McCORMICK, Michael M.....	P2AA2
		HOWE, Alexander.....	C2ET4	McCULLOCH, David J.....	P2EM2(NQ)
		HOWSON, Raeburn D.....	LSAA1	McDOWELL, Robert J.....	P1ET4
		HUNT, George C.....	LSTD2	McDOUGALL, Daniel W.....	LSQR2
		HUTCHINSON, Donald K.....	LSLM2	McGOWAN, Robert W.....	LSCS2
				McLAUGHLIN, Leo G.....	LSLR1
		JAMIESON, George K.....	LSEM1	McLEAN, Ian S.....	LSCK1
		JODOIN, Joseph C.....	LSRP2	McLUSKIE, Reginald V.....	P1QR2

McMANN, Kenneth C.....LSEM1
 McMILLAN, Edward M.....LSCV1
 McMILLAN, William.....C1EA4
 McMORRIS, Eugene D.....LSAA1
 McPHAIL, John C.....LSAA1
 McQUESTION, Robert J.....P2RP2
 NEWMAN, Robert A.....LSRP1
 NORTHEAST, Aquilla.....LSAA1
 NUTTALL, Leonard J.....LSQR1

O'BRIEN, Michael J.....LSTD1
 O'DONNELL, Murray E.....LSAA1
 O'REILLY, Harvey W.....C2AA3
 O'SULLIVAN, Michael B.....P2CR2

PAINTER, Leslie T.....P2RP2
 PARENTEAU, Gerald J.....LSTD1
 PARIS, Joseph L.....LSQM1
 PARTINGTON, John W.....LSTD2
 PENNELL, Douglas J.....LSLM1
 PENNEY, James J.....LSCR1
 PERRY, Donald E.....P2EM2(NQ)
 PHILLIPS, George A.....LSCK1
 PICHETTE, Jean Paul.....P2QR2
 POLLOCK, Reginald A.....P2EG3
 PRINGLE, John L.....P2RC2
 PURCHASE, Donald W.....C2EA4
 PYE, Douglas H.....C2ER4

RANDALL, Richard L.....LSEM1
 RANDLE, Ronald G.....LSAF1
 RAYMOND, Peter G.....LSAA1
 REDWOOD, Alan D.....LSEM1
 REID, Roy W.....P1PH3
 RICE, Gerald S.....LSEM1
 RICHARDS, Morgan A.....LSQM1
 RING, Gordon B.....P2EM2
 RINGER, Terrence E.....P1SH4
 ROBERTS, Keith A.....LSTD2
 ROBERTSON, Marvin J.....LSRP1
 ROBERTSON, Victor M.....LSEM1
 ROBSON, James E.....LSEM1
 ROCHELEAU, Roland C.....LSQR1
 ROGERS, Edgar L.....LSCK1
 ROSKI, William J.....LSRN3
 ROSS, Laurier J.....P2RP2
 ROWE, Albert.....P1SH4
 ROY, William S.....P1ET4
 RUEL, Bruno.....LSTD1
 RUTLEDGE, Wendell V.....LSRP1

SALTER, William A.....LSEM1
 SALSAMAN, Whiley D.....P2RC2
 SANDS, Blair H.....LSQR2
 SAN PHILLIPO, Anthony R.....LSTD1
 SAUNDERS, Edward H.....LSLM1
 SCHESBLE, Phillip H.....LSEM1
 SCHIBLER, Leonard C.....LSLR1
 SCRATCH, Thomas W.....P1TD2
 SELLARS, Norman E.....C2ET4
 SELLGREN, Wilbur.....LSQR1
 SHEA, Kavin J.....LSTD1
 SHEAVES, George S.....LSRP1
 SHOVELLER, Roderick M.....LSTD1
 SHUSHACK, Egnace.....P1LR2
 SINASKI, Mervin F.....LSEM1
 SKINULIS, Paul J.....LSCK1
 SKLARCHUK, Tony O.....LSEM1
 SLADE, Edward A.....LSVS1
 SLATER, Sydney A.....P2EM2(NQ)
 SLEMMON, Robert E.....LSAA1
 SMITH, Clifford G.....LSCK1
 SMITH, Raymond G.....LSQM1
 SOLWAY, Jack D.....LSCR1
 SORRELL, William G.....P1EA4
 SPENCE, John C.....P2ED3
 SPIESZ, John H.....LSQM1
 STEINBURG, Noel.....C2ER4
 STEPHENS, Gerald W.....LSMA2
 STERLING, Clayton W.....P2EM2(NQ)
 STONE, Leonard.....LSTD1
 ST. PIERRE, Basil A.....C2RT4
 ST. PIERRE, Gilles J.....LSRP1
 STROUD, Roy M.....LSRP1
 SUTCLIFFE, George W.....LSTD1
 SUTHERLAND, Clarence W.....LSLM2
 SUTHERLAND, Gordon M.....C2ER4

TAGGART, Roderick A.....LSVS1
 TATE, Paul W.....LSCK1
 TAYLOR, Russell P.....LSVS1
 TESSIER, Henry J.....P2EM2(NQ)
 THOMPSON, Douglas W.....P1SH4
 THOMPSON, Nells L.....LSQR2
 THOMPSON, Ronald E.....LSAR1
 THORNBOR, John R.....P2BD3
 TISSEMAN, William F.....LSAA1
 TOMKINS, Howard D.....LSQM2
 TOWNSEND, Gordon R.....LSNS1
 TREICHEL, William J.....LSQM1
 TROTTER, Robert L.....P2RP2
 TROTTIER, Lefe J.....P2EM2

UPTON, William F.....LSLM2

VALLILLEE, Joseph R.....LSPW1
 VAN EVERY, William R.....LSTD1
 VASS, Hans W.....LSLM1

WOCKS, Donald H.....LSCK1
 WARD, James W.....C2PH4
 WATTERS, Douglas R.....LSTD2
 WATTS, Albert J.....P2VS2
 WEBB, George T.....LSTD1
 WELLS, Edwin E.....P1RP3
 WELLS, Eric L.....LSAA2
 WENTZELL, James R.....LSRP1
 WESLEY, Ronald J.....P2EM2(NQ)
 WHEELER, Joseph R.....LSQR1
 WHEELER, Walter C.....LSQM1
 WHITBY, Joseph E.....LSTD1
 WHITE, John W.....LSTD1
 WHITE, Lemuel E.....P2QR2
 WHITE, Wilfred R.....C2RA4
 WIBBERLEY, Robert B.....P2EG3
 WILKINSON, Bernard H.....P1AA2
 WILLIAMS, Neil D.....LSRP2
 WRIGHLEY, Walter G.....LSRC1
 WRIGHT, William F.....LSQM1

YORKO, John C.....P1TD3
 YOUNG, Vernard M.....LSQR1

ZACHARIAS, Robert J.....P1ER4

RCN (R)

ACKLAND, Robert G.....LSAAS
 ALLAN, William T. E.....ABEMS
 ANDERSON, Everett.....C2CV3

BARRYMORE, RONALD.....WLMA1
 BIRNIE, Margaret.....WP2CC2
 BOX, Bernard.....P2NS2
 BRIDGER, Norman.....LSCV1
 BUCK, Lillie Louise.....WLAW1

CAILES, Richard.....ABCK1
 CARPENTER, Joyce O.....WLQMS
 CAVERLEY, William.....ABNFS
 CHANDLER, Phyllis.....WLCS2
 CHAPMAN, John M.....WLAW1
 CLARE, Ruth G.....WP2PW2
 CLARK, Charles J.....C1MR3
 COX, Joan I.....WLCS2
 CROOK, John R.....LSBD2
 CUMMINS, William C.....LSLM1
 CURTIS, Charles G.....P2AAS

DANCE, Mary W.....WARPS
 DARLING, David.....ABAW1
 DAVIDSON, Joan Reola.....WAAW1
 DAVIES, Marion L.....WLCS2
 DEWOLFE, Cecil R.....ABNS1
 DIXON, Robert J.....LSLM1
 DIXON-LENNETT, George.....ABMA1
 DOGGART, William.....P2NS2
 DONAGHY, Marguerite M.....WAAW1
 DUNFORD, George.....C1CK3
 DUNSMORE, Thomas R.....P2AAS

EGAN, Eleanor M.....WLSDS

FARDELL, Mary H.....WAVS1
 FEAVER, David C.....ABCR1
 FORTIER, Mary J.....WLCC1
 FULLER, Reginald H.....ABEMS
 FULLERTON, Anne P.....WLAW1

GALLANT, Albert W.....P2EM2
 GOSLING, Mary M.....WLNS1
 GRIERSON, Ruth V.....WAPW1

HAMEL, Gabrielle.....WAAW1
 HARDING, Doris M.....WLNF1
 HARRIS, William E.....ABNRS
 HAZEN, James E.....P2AF1
 HILDRED, Marjorie W.....WP2VS2
 HINES, Colleen C.....WASDS

JAMES, Nancy P.....WAQMS

KEENAN, James.....ABTDS
 KELLY, Betty Jean.....WLCS2
 KILBY, John O.....P2PW3
 KING, Marjorie M.....WLAW1
 KOELMAN, Elizabeth.....WARPS
 KOSKI, Lorraine H.....WLPW1

LAIDLAW, Neil H.....PIEM2(NQ)
 LANGFORD, Rowena M.....WAQMS
 LANGILL, Barbara.....WLCS2
 LEE, John A.....ABVS1
 LONIE, James S.....C1EG4

MACLEOD, Doreen E.....WARPS
 MARSHALL, Frederick E.....LSPW1
 MAURICE, Lucille.....WACC1
 MAYBIN, James M.....P2QR1
 MCCALLUM, Norma E.....WLCS2
 MCGUINNESS, Frances S.....WACV1
 MCINTOSH, William.....ABLMS
 MCKENZIE, Bruce, J.....ABLMS
 MEARS, Kathleen A.....WLQMS
 MELLISH, Mary E.....WLSDS
 MONTGOMERY, Donna.....WLPW1
 MOORE, Charles H. E.....C2TA4
 MOSS, Earl W.....LSAW1
 MUNRO, Geddes J.....P2QR1
 MURPHY, John P. K.....P2CK2

NEILL, Bernice D.....WP2VS2
 NEWMAN, William F.....P1PR2
 NUNN, Delbert C.....ABAW1

PEACOCK, Frank M.....P2EM2(NQ)
 PECHIE, Jean B.....WLCS2
 POLISENO, Ernest.....P1RN3

RAE, James William.....ABEMS
 RIVERS, Mary Elizabeth.....WLCS2
 ROACH, Norman J.....ABAAS
 ROURKE, Robert C.....P1SH4

SCOTT, Joan E.....WARPS
 SEALE, Ralph S.....C2MM3
 STUART, Jacqueline M.....WLMA1
 SWEENEY, Peter.....P1PB2

TABOR, Elaine L.....WAVS1
 TASKER, Marjorie.....WLNS1
 THOMPSON, George A.....LSQR1
 THOMPSON, James W.....ABQRS
 THOMPSON, William.....C1EM3(NQ)
 TOTTEN, Juanita June.....WLCS2
 TWISS, Robert Claude.....ABAFS
 TYSON, Lincoln.....P2TDS

ULVESTAD, Irene E.....WLAW1

WADDELL, Helen.....WLAW1
 WEITZEL, Helen J.....WANRS
 WIENS, Dorothy E.....WLCC1
 WILLIAMS, Charles D.....C2CV3
 WILKINS, Wilda W.....WLCS2
 WILSON, Iris D.....WLCS2
 WOOD, Edward H.....LSEM1

YOUPELL, Shirley N.....WAQMS
 YOUNGMAN, Charles L.....LSAAS

The Benevolent Fund Is Yours; Use It... Help It

6th SUBMARINE SQUADRON

(Continued from page 16)

OFFICIALS of the Royal Canadian Naval Benevolent Fund are disturbed by the frequency with which naval personnel in financial straits add to their difficulties by borrowing from commercial loan organizations and then come to the fund for assistance.

Commercial loan organizations have a very definite place in the modern economy. However, to the person who is already involved in debts or foresees expenditures beyond his means, it should be obvious that borrowing money which will add a burden of interest to his existing debts is not the answer to his problems. It can instead become a rock on which his ship will be completely wrecked.

The RCNBF is trying to remind all serving and former naval personnel that if they are in distress the Fund is available to consider each case. *It is their Fund. It is ever ready to help them if they are in distress or even if such looms ahead.*

Sound business practice clearly points out that it is the duty of everyone to live within his income and the Fund cannot be expected to help those with reasonable incomes to do otherwise. Unfortunately, there are circumstances over which there is no control. It is inevitable that many will meet with misfortune to some extent sooner or later which they are unable to overcome immediately or at all out of their current resources. The Fund exists to help naval or ex-naval personnel in such circumstances. While it is difficult in a few words to state how and when the Fund can help financially, a few illustrations of what the Fund has done may help.

(1) A's family, living within their income, are suddenly faced with hospital and doctors' accounts for an operation required by the wife, well beyond coverage by insurance, which they could not possibly meet out of their income. The Fund made a grant to cover deficit.

(2) B's family bought furniture within their means on the instalment plan. They were able to meet the instalment payments with a reserve of income to meet their normal contingencies but a child met with a serious accident, resulting in heavy unexpected costs. They could not possibly meet these additional costs and keep up the instalments on the furniture.

The Fund rendered assistance to meet the contingency costs as a part grant and a part loan. The division between the grant part and the loan and the rate of repayment of the loan was based on income in such a manner that the family was enabled to continue a proper standard of living.

(3) C's family had foolishly committed themselves to instalment purchases, leaving no margin of income for normal contingencies. Another child was expected and no cash available to meet the costs. The couple realizing their mistake, co-operated with the Fund and Fund officials were able to rearrange repayments on instalment purchases and make a loan to meet the immediate costs of birth. Repayment of the loan was set at a rate commensurate with reduction of repayments on instalment purchases and this enabled the family to continue a proper standard of living.

There are, of course, limits to what the Fund can undertake. But there is one thing it can do and is always ready to do and that is to consider personal financial difficulties and advise how they can best be met, either from the individual's own resources or by help from the Fund, if justified. Naval personnel experiencing any financial distress are urged to get the Fund's advice before committing themselves to loans involving high interest rates. Prevention is better than cure.

submarine. Only the commanding officer can see what is happening and he must rely heavily upon skilled operators of equipment for much of his information.

Once back at the instructional area, the classes are given an opportunity to run over their old lectures in the light of their recent experience. The trainees all undergo final examinations, some written and others oral, and upon passing are available for draft. Some will be sent directly to submarines or as spare crew in a depot ship, while others in specialized branches (i.e., sonar, radar, electricity, and torpedo) do short acquaintanceship courses of up to three weeks duration. The submarine course has been on the safe operation of the submarine and they must now learn to operate their own special equipment.

During the course, three days are spent in the escape buildings where everyone who ventures to sea in submarines is taught the many methods of escaping from a submarine which has become pinned on the bed of the sea by some misfortune. Escapes are made using the Davis submarine escape apparatus and also in free ascent without any equipment at all. Both one- and two-man escape chambers and whole compartments may be utilized for escaping from a submarine.

All who successfully complete the course leave in the knowledge that only by a careful study of every submarine they serve in can they consolidate this new-found knowledge. It is only the beginning, and experience and hard work alone will guard the high standard and tradition that ALL submarine forces enjoy through the world.—E.G.

CROSSWORD PUZZLE SOLUTION

E	D	I	S	A	T	E	S	S	S
Z	E	S	U	E	B	L	E		E
K		U			B	E	R		T
L	C	F	A	X	P	A			A
A			S	D	O	L	O		L
M	E		D	A	R	T	A		P
E		S	A		P				N
A		K	E	M	E				I
S		A	M	P	S	L	I		A
Y		A	S		I		E		H
S		L	A		N		R		C

Maggie Fights Battle of Bulge

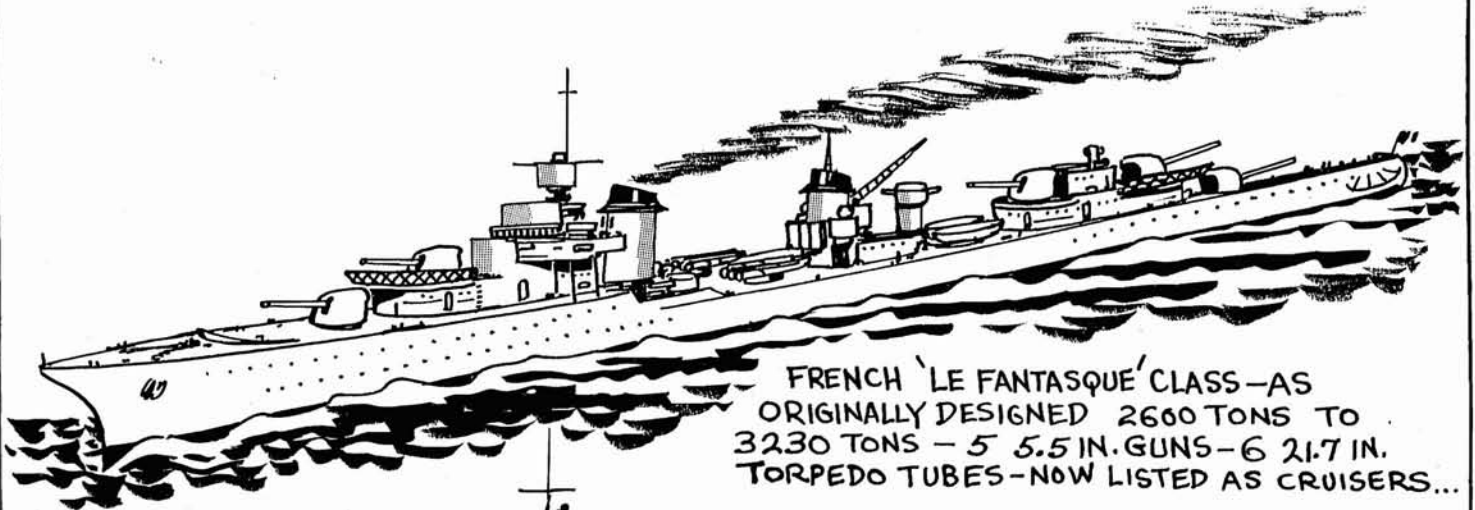
During the Magnificent's visit to the West Coast one of the favourite questions levelled by newsmen and public alike was: "How much does your ship's company eat every day?"

Commissioned Catering Officer Roger Bonoyer prepared a list which showed that the daily food consumption aboard approximately was this: 180 dozen eggs, 125 pounds butter, 1,100 pounds potatoes, 1,120 pounds assorted vegetables, 800 to 1,000 pounds meat, 125 pounds sugar, 700 one-pound loaves, 145 gallons milk, 40 pounds shortening, 300 pounds fruit and 80 pounds coffee.

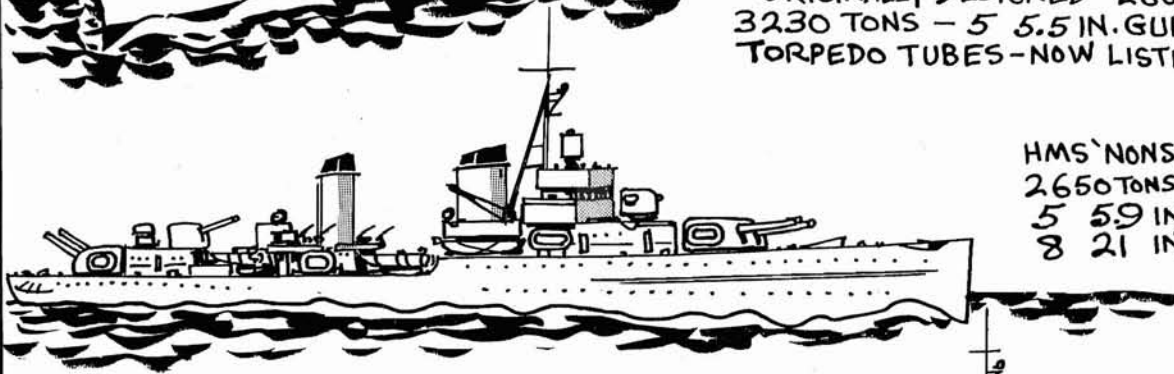
Totalled, the figures given by Mr. Bonoyer showed the 1,100 officers and men aboard polished off 4,750 pounds, or 2.4 tons, of foodstuffs plus 145 gallons of milk.—W.L.

NAVAL LORE CORNER

NO. 25
DESTROYER GIANTS



FRENCH 'LE FANTASQUE' CLASS - AS
ORIGINALLY DESIGNED 2600 TONS TO
3230 TONS - 5 5.5 IN. GUNS - 6 21.7 IN.
TORPEDO TUBES - NOW LISTED AS CRUISERS...



HMS 'NONSUCH' (EX GERMAN)
2650 TONS TO 3546 TONS
5 5.9 IN. GUNS
8 21 IN. TORPEDO TUBES.



NEW FRENCH
'SURCOUF' CLASS.
2750-3700 TONS
6 5 IN. GUNS, 12 TORPEDO TUBES...



RUSSIAN 'TASHKENT' (BUILT IN ITALY)
2800 TONS - 6 5 IN. GUNS
9 TORPEDO TUBES - 39 KNOTS....



10,100-11-54
Q.P. 209346
N.P. 575-1194

OTTAWA
EDMOND CLOUTIER
Printer to the Queen's Most Excellent Majesty
1954

The CROWSNEST



Vol. 7, No. 2

December, 1954



Christmas Message

IT IS ALL too easy for us as members of a fighting force to regard peace as a negative state during which we simply bide our time until some great catastrophic change in world affairs calls on us to exert ourselves as fighting men.

At this season of the year, when the thoughts of mankind turn toward peace and good will, it might be well to think of the positive aspects of the Royal Canadian Navy's contribution to peace.

We are making this contribution in several ways; as part of the fighting forces of the free world, as emissaries of good will from Canada to distant nations, and by preserving in our hearts the ideals of peace and brotherhood.

Our ships this year have sailed the Seven Seas, have visited both new and ancient lands. New heights have been gained in peacetime accomplishment and growth. We do not forget that three of our men-of-war are serving as sentries of peace on the far side of the world and we are thankful that they have not been called upon in 1954 to fire a single shot in anger.

I wish them well, and to all officers, men and women of the Service, and their loved ones, to our loyal civilian personnel and to all friends of the Royal Canadian Navy, I offer my sincere hope that they may share in all the blessings of this festive season.



Vice-Admiral, RCN,
Chief of the Naval Staff

The CROWSNEST

Vol. 7 No. 2

THE ROYAL CANADIAN NAVY'S MAGAZINE

DECEMBER, 1954

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>How To Build a Ship</i>	4
<i>The Navy on Lake Huron—1814</i>	8
<i>Voyage of the Cayuga Maru</i>	10
<i>Clearance Diving—A New Career</i>	11
<i>A Christmas Album</i>	13
<i>Greetings from the Old Land</i>	17
<i>A Dog's Life</i>	18
<i>The Challenge of Oceanography</i>	21
<i>Pioneer Naval Officer Honoured</i>	22
<i>The Cruise of the Oriole</i>	23
<i>A New Home for the PNL</i>	25
<i>Lower Deck Promotions</i>	28
<i>Quebec's Certificate</i>	<i>Inside Back Cover</i>

**The Crownsnest
 Extends
 to Its Readers
 All Best Wishes
 for
 Christmas
 and
 the New Year**

Negative numbers of RCN photographs reproduced in The Crownsnest are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Photographic Section, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Sizes, finish and the new National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

SUBSCRIPTION RATE

The Crownsnest may be subscribed for at the rate of \$1 for 12 issues.

Persons desirous of receiving their own private copies by mail should send their orders, accompanied by cheque or money order made out to the Receiver General of Canada, to:—

**THE QUEEN'S PRINTER,
 75 St. Patrick Street,
 Ottawa, Ont.**

The Cover—The simplest way to get a Christmas tree (as those who have gone searching in the December hills well know) is to buy it at one of the tree-laden corner lots. Canadian warships at times find themselves far from such adjuncts of civilization. On such occasions, a whaler, Yuletide enthusiasm and dubious axemanship can provide the essential greenery for the foremast and the ship's messes.

RCN News Review

Navy to Rescue. In Hurricane Area

More than 70 volunteers from York, others on leave from Cornwallis and Sea Cadets joined in rescue operations in the Toronto area during the October floods caused by Hurricane Hazel. The Toronto "Globe and Mail" said in a story that the citizens of Woodbridge would never forget the men of the Royal Canadian Navy.

Reeve Fred Armstrong, of Woodbridge, praised the naval rescuers, six of whom were overcome with exhaustion and required medical treatment, and one, AB Charles Puckwell, who broke an arm.

The story goes on to state that a total of 175 persons were rescued by naval personnel.

"Expectant mothers, women and children and even 10-week-old pups were among those rescued by Navy crews.

When Hurricane "Edna" tore its angry way through the lovely Annapolis Valley, it left a wave of destruction in its wake. Personnel from the Navy, Army and Air Force volunteered to help the stricken orchard owners in picking the apples from the ground in an attempt to salvage something. Here, left to right are: LAC Ron Johnston, Sutton West, Ont.; Ord. Sea. Herbert Dawkins, Winnipeg; LAC Allen Pearson, Truro, N.S., and Ord. Sea. John Robertson, Kimberley, B.C. (DB-4580)



1,000 Ditty Bags For Distant Sailors

More than a thousand Christmas gift ditty bags have been packed and shipped by the Navy League of Canada to seamen in ships in Korean waters and to RCN personnel serving in isolated Canadian Arctic regions.

"Exhausted, a man dropped from a tree outside his house. A lifebelt was thrown him by a sailor. He was hauled to a waiting whaler".

Others included three aged members of one family, a young mother and her two small children who had spent the night on the roof of their home; an expectant mother and a 95-year-old woman, both of whom were removed from their homes on improvised stretchers.

"Time and again navy men, assisted by local residents and police, fell under

the onrushing water, only to be pulled to a lifeline by a helping hand.

"Toronto police constable Robert Bimlett plunged into the water several times to help the Navy men pull whalers loaded with homeless people toward waiting ambulances and trucks."

There was grim humour too. One woman insisted that the Navy take out her T/V set. Another wanted a stove removed, and one elderly man, who told Navy rescuers he would go down with his house, was forcibly removed to a waiting whaler by three sailors.

Navy Over Top In Bond Drive

Sale of Ninth Series, Canada Savings Bonds in the Royal Canadian Navy totalled \$2,242,950, final tabulations indicated.

Six of the seven categories into which the Navy was divided for the sale of the bonds exceeded the quotas allocated, the average subscription being 110 per cent of the quota.

Following is a list of the categories, the total amount of bonds sold and the percentage of the quotas subscribed:

Atlantic Command, \$1,268,900, (109 per cent); Pacific Command, \$535,850, (122 per cent); COND, \$194,500, (121 per cent); Bytown (Naval Headquarters), 149,900, (97 per cent); Radio Stations, \$51,550, (136 per cent); HMCS Niobe, \$26,400, (110 per cent) and HMCS Niagara, \$15,850, (132 per cent).

Rear-Admiral's Rank for VCNS

The promotion of Commodore Horatio Nelson Lay to the rank of Rear-Admiral was announced in early November by Defence Minister Ralph Campney.

Rear-Admiral Lay assumed the duties of Vice-Chief of the Naval Staff on the retirement in August of Rear-Admiral W. B. Creery.

A graduate of the Royal Naval College of Canada, Admiral Lay's service in the RCN spans 36 years. During the war he commanded the destroyer *Restigouche* in the Atlantic and became the

first Canadian naval officer to command an aircraft carrier when he was named captain of HMS *Nabob*, a Royal Navy carrier manned by Canadian officers and men.

In August 1944, while taking part in air strikes on the German battleship *Tirpitz* at Altenford, the *Nabob* was hit by a torpedo. Although heavily damaged the ship was sailed 1,100 miles to the naval base at Scapa Flow.

Never Was So Much Missed by So Few

No Canadian sailor in the Far East has missed more than the *Iroquois'* AB Eugene Watson.

Within the space of a few weeks he's missed his ship, his cap, his birthday, and, but for a neat bit of sleuthing by his divisional officer, he'd have missed his birthday cake too.

Watson's adventure began in August as the *Iroquois* headed westward across the Pacific on her way to the Far East. He became ill during the passage and was left behind at Pearl Harbour.

He was picked up by the *Huron* on her way to Hong Kong. Three days out of Pearl Harbour, on the evening of Friday, September 10, the *Huron* crossed the International Date Line. Watson went to bed on Friday night and woke up Sunday morning, with no more than the usual amount of sleep. There just wasn't any Saturday, September 11.

Poor Watson, who for 21 years had celebrated his birthday on September 11, missed out on his 22nd anniversary.

On the 12th, all hands assembled for Sunday divisions; all, that is, except Watson. He was missing.

The engineer officer hastily organized a dragnet, and they dug Watson out of hiding. He had mislaid his cap, and unable to attend divisions out of the rig of the day, had hidden himself in the engine room, attired in dungarees.

Away on the double went Watson to his mess; someone loaned him a cap, and within a few minutes he emerged, properly dressed, and fell in for divisions.

Following divisions, the ship's company was ordered to assemble on the foc'sle for an address by the captain. The subject of his address was Watson, and how he had missed his 22nd birthday.

Watson was then called upon to present himself before the captain, who held in his hands the finest cake that Ldg. Sea. Lorne Pace, the *Huron's* culinary expert, had ever decorated. Inscribed on the cake were the words "Happy birthday, for one missed".

The cake was taken to the engineering mechanics' mess, and with due ceremony, was cut by the much-consolated Watson. He served his mess-mates, then chose a fine morsel for the ship's executive officer, Lieut.-Cdr. E. D. Robbins, who had organized the party.

Watson had been missed, but not forgotten.



Among the distinguished visitors to Ottawa in November was Admiral of the Fleet, Sir Rhoderick R. McGrigor, GCB, DSO, LLD, First Sea Lord and Chief of Naval Staff, Royal Navy. He is seen here being greeted at the main entrance to the Department of National Defence buildings by Vice-Admiral E. R. Mainguy, Chief of Naval Staff. (O-7404)

Admiral Lay also has held shore appointments in London, England, Washington, D.C., and at Naval Headquarters, Ottawa.

For his services in the *Restigouche* Admiral Lay was awarded the Order of the British Empire, and was mentioned in despatches for his service in the *Nabob*.

Reserve Squadron Being Formed

Formation of the Second Canadian Reserve Squadron at Esquimalt late this year has been announced. The squadron, comprising HMC Ships *Digby*, *Brockville* and *Cordova*, will come under the administrative and operational control of the Flag Officer Pacific Coast.

Ships of the new squadron will be manned by a nucleus of RCN personnel and will be employed entirely in providing training afloat for officers and men of the RCN(R). During the summer months the squadron will engage in exercises and training cruises to various ports on the West Coast.

Players Help Army Project

A rehabilitation project, sponsored by members of the Canadian Army in Korea, has received an assist from the Royal Canadian Navy.

The Drama Society of *Cornwallis* has forwarded the sum of \$65.71, to be used in a campaign to rebuild two war-devastated Korean towns in the Canadian sector, near the 38th parallel.

The money was raised by a benefit show and was sent to Lieut.-Col. W. M. Sinclair, chairman of the "Build the Villages" campaign fund.

Col. Sinclair is well-known in *Cornwallis*, having been senior dental officer there before going to Korea.

Although two villages in the Canadian sector are receiving the benefit of the generosity of Canadian soldiers, one of these, Chinmochung, has been adopted by the Army's 25th Infantry Brigade, and most of the effort has been directed towards the rehabilitation of this small farming community.

Athabaskan Enters New Commission

HMCS *Athabaskan* re-commissioned at Esquimalt on October 25, following an extensive refit and armament modernization. Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, attended the commissioning ceremony with other senior naval officers of the Pacific Command.

The *Athabaskan*, a veteran of three tours of duty in Korea, will be based at Esquimalt for RCN training duties. The destroyer escort is under the command of Lieut.-Cdr. C. E. Richardson.

How to Build a Ship

by R. B.

SOMEONE asked me to write an article on "How to build a ship", and then showed his ignorance by saying "from the time she is a Staff requirement until she is off to sea." So perhaps the article is worth writing. It is suggested from time to time that there is a puzzle in the question "which comes first, the chicken or the egg"? Of course, there is no puzzle, for it is clearly explained in Genesis.

So the chicken comes before the egg and the ship comes before the Staff requirement. The Staff can only state a requirement in known terms and this means that the Staff requirements for a new ship must refer either explicitly or implicitly to some existing ship. I agree therefore that while the shipbuilder or designer depends on the Staff to say the sort of ship they want, the Staff, whether they realize it or not, depend on the shipbuilder and designer to indicate what sort of ship is possible.

Now although fundamentally there is no limit to the ship or to what the ship can do, by which I mean the ship can be as large or larger than you can imagine and can perform everything from floating and sinking to flying or rock climbing, in practice there are very real limits. These real limits lie in the invention of the Staff, in the capacity of the designer, and in the resources of Industry. The Navy has very little direct control over the resources of industry and very often it will be this factor more than any other which will limit what can be done. Industry in this context does not mean the Ship-Building Industry alone, but the whole industrial state of the nation. So first of all to build a ship you must have an industry.

Shipbuilding itself, especially to-day, is largely an assembly industry, that is to say the shipbuilder takes the finished products of other industries and assembles them to form a ship. This has advantages and disadvantages. The advantage is that a very large effort can be expended at one time. For example, one firm makes a gun at the same time that another makes an anchor while the shipbuilder proper lays the keel. When a ship is complete workers all over the country can and should share in the satisfaction if any, or in the doubts (most likely). The disadvantage is that the shipbuilder and designer have to know

something about so many things; there are so many pitfalls, so many reasons for delay.

Of course, if you have no industry you can create one and to some degree this has been necessary in the present RCN program. To creatures of limited powers, however, creating an industry is a formidable task and you cannot even begin unless you know what it is that you want to make. This problem of beginning has had to be solved for the production of many items of armament and electronics, and the first step in each of these instances has been to decide what British or American item was re-



to build a ship you must have an industry

quired and then set up to make it. Probably this method was inevitable, but it has its difficulties, for as a rule you can only set up to produce an item that is already in being, that is to say an item that was conceived some years ago. Then even when creating a new industry some regard must be paid to existing organizations and to existing techniques. This means that the copy will not be an exact copy and so the designer of the ship, and subsequently the shipbuilder, cannot plan ship details until Canadian model equipments have been considerably progressed. This is a very fruitful cause of delay in actual ship construction.

The method also has the disadvantage that a brand new ship may well be fitted with rather obsolescent weapons. The fact is that no nation can be com-

An expert outlines a number of woes . . . including his own and almost concludes, like Einstein, next time he'll be a plumber.

petitive in the armaments business today unless the whole of a project is national, and Canada has not yet reached this standard.

If you can create an armaments industry, equally you could create a shipbuilding industry, but this argument can be pressed too far and you end up like the Creator, creating everything. This is not, however, humanly possible, and we are forced back to my original point—that to build a ship you must have an Industry.

THE SECOND POINT is that to build a ship you must have a designer. Just as the shipbuilder must know what his ancillary suppliers are capable of doing so the designer has to know what he can get. This is, if you like, general knowledge, but further to this, in his specialized field, the designer has to know what he himself can do.

In other words, he must have the knowledge of the factors which govern the ability of the ship to float, when damaged or not, the ability of the ship to move through the water, the ability of the ship to withstand strains and stresses, and the capacity of the ship to contain all the items required.

Beyond this the designer must, to some degree, be an artist—for if the ship, either as visualized in the plans or as finished, does not look right, it cannot be right, and this is quite irrespective of whether it meets the Staff requirements or not.

Again the designer must ensure that the relative arrangement of the various compartments is suitable. This in itself is not an easy task, for two reasons. Everyone has a different idea and there are so many ways of doing the job. Perhaps you will not believe this, but if you can imagine a very simple ship with only six compartments, say a Mess, Galley, Store, Magazine, Engine Room, and Fuel Tank, then within the limits of the ship itself, with just these six spaces, there are 720 different arrangements possible. If there were only eight compartments, this number would come to over 40,000. Imagine, if you can, the possible arrangements in a ship with one hundred compartments.

THE THIRD FACTOR is that to build a ship someone must require a ship. This is where the Staff requirements come in. In brief, these explain what the ship is required to do. What is it that the Staff have to know? Well, clearly, as the first requirement of a Warship is to fight, they must know something about fighting. In my experience, this is a quality which the Naval Staffs all over the world possess to an altogether remarkable degree, for they are fighters. On occasion they fight the enemy, but if there is no enemy they make one. They have mock battles in battle training centres; they have mock battles in the colleges; they have mock battles at sea. They fight our allies. In their spare time they fight each other and every day, to some degree, fight the Technical Services.

Secondly, the Staff must have a sound knowledge of ships, of the sea and of weapons. They must know what the likely enemy will do, and appreciate the significance of counter measures of all kinds, of strategy.

The third factor is not so well understood but is very important. The Staff has to understand what men can do and what materials can do, not only in the narrow sense in the ship as completed, but in the broad sense of including everything that goes into making the ship, including its cost.

Now Staff officers may be supermen, but they are not super-human, and the overall requirements for a Staff officer as outlined above far exceed the capabilities of any one human being. In order to carry out their function properly then Staff must have one further quality, judgment, the power of seeking advice, deciding on its quality and maintaining a decision once made. In the matter of Staff requirements for ships, Staff must get specialist advice not only on the type of ship but on very many of the armament, machinery and equipment items.

Staff requirements come after the Industry and after the designer, because they are meaningless except against an industrial background. But they are all important as regards the ship, for if, for example, the Staff asks for a minesweeper, they will get a minesweeper, and it will be too late to say afterwards—"we really intended a submarine"—for it would be just as easy to convert a camel into an ostrich as a minesweeper into a submarine. Of course, mistakes sometimes occur and war changes quicker than ships. There is always a tendency to alter things so as to improve them and it is doubtful whether such changes are ever really worth while.

If then, Staff requirements can be prepared, this means that you have a designer and an industry and from this basis designing a ship and shipbuilding can begin. What are the procedures? Who carries them out? Whom do they affect? First of all what is the form of Staff requirements? Remember that although the ship, when completed, cannot be a total success, she can very well be a total failure for, as in a chain of one hundred links, for perfection all must be perfect, yet for failure of the whole only one link need be defective.

FAILURE is most likely in at least four ways. The Staff requirement can be wrong; this would invalidate the whole thing. The design could fail to meet the staff requirements. The construction could fail to meet the design requirement, or what is most common,



there can be some irritating little thing such as the paint peeling off which spoils everything. The form of the Staff requirement cannot, of course, guard against total failure of the Staff but factors are introduced which give some protection against the other failures mentioned. These safeguards take the form of requiring Staff approval for all the main proposals made to meet Staff requirements and, in particular, the general arrangement of a proposed design. This Staff approval is part of a re-checking process which is common and essential to every phase of shipbuilding. So we have the requirement stater, the checker, the designer, the checker, the industry, the checker.

The Staff requirement appears finally in the form of a co-ordinated group of

statements indicating the features required under the several main headings, e.g.:—

- Type of ship*
- Dimensions (approximate)*
- Speed and endurance*
- Armament*
- Communications*
- Habitability*
- Protection*

This document can be regarded as an instruction to design a ship, and it is from the receipt of this document that design begins. It may be that the armament and equipment, called for to meet the requirements, are of existing types. Investigation of the propulsion may show that some existing machinery design will be suitable. Under these circumstances the designer's concern will be to estimate the dimensions and shape of a suitable ship, to check its Hydrodynamic, Hydrostatic and Structural qualities and produce a layout that will be acceptable.

THE DESIGNER is the sole authority regarding dimensions, Hydrodynamics, Hydrostatics and Structure, but the shape or appearance, and layout will, of course, be checked by Staff. If new types of weapons or any item of equipment are to be included, or if the propulsion study indicates that the machinery has to be specially designed then all these items will themselves need design, development and production before the ship can be built, but generally speaking, the ship designer will take a chance and guess the effects of such items on the overall ship. This means that the designer has to accept a responsibility for parts of the ship that, according to terms of reference, are nothing to do with him and that essentially the design procedure is the same whether all the components are known and tried or not.

What is the procedure? First of all you guess the approximate dimensions. Now of course your guess would not be as good as mine, but mine is still a guess. Suppose the ship is to be a minesweeper, someone will always say that such a type should be as small as possible—well, the shortest ship that can really be expected to make an ocean passage under power (as distinct from sail) is 150 feet long, the largest minesweeper ever built about 265 feet long. This formula gives a first shot at the length.

Now experience shows that if you start with a ship too big, the ship will stay that way so that the next step would be to take a length of 150 feet and draw in the spaces that are essential. The draught of the ship will probably be limited by Staff so that after

this first check as to the room in the ship, beam and length will need adjustment to provide space and stability. With these approximate dimensions the flotation and propulsion, and strength of the proposed ship is checked, and when this is done the provisional dimensions settled. The drawing of the arrangement is submitted to Staff, together with a report as to how the Staff requirements have been met and the type and power of machinery and the electrical installation proposed.

IF THE ARRANGEMENT is approved, the design is then completed by finally fixing the dimensions overall and of the various parts, the form, power, etc. Drawings and a statement descriptive of the principal characteristics of the proposed ship are then approved as a design. Before this last step can be taken, however, the design has to get the approval of all the branches concerned to the space provisions and relative location of all compartments with which each division is concerned. Now earlier I have explained that with only eight compartments in the ship there would be over 40,000 possible arrangements; in such a simple ship with eight divisions there will be another 40,000 possible differences of opinion. This is probably where the real skill of the designer comes in (of course, he has to be a fully qualified Naval Architect), he must be able to convince the eight divisions that the proposed arrangements give each of them a better deal than is given to anyone else. Clearly, in this context the 40,000 alternative arrangements must be mentioned only with silence. Once anyone is allowed to explore the "alternatives" the process of design could go on forever. That is not the way to build a ship.

After the design is settled specifications are prepared. These specifications lay down first of all, in broad terms, what is required in and for the ship. Subsequently, in detail, they explain how every part of the ship, its machinery, electrical installation and services are to be made. They define, for example, the thickness of the hull steel required, the thickness of insulation and how it is secured, the power of the main machinery and how to secure electrical cables.

At this stage Headquarters' planning is over and you are ready for Industry. What is the first thing for Industry to do? Well, they do not start work on the ship, they start on the drawing board, for although the design and specifications define what it is that the Navy requires, they do not define how the workmen are actually to proceed with the

work. This is an industrial function. The shipbuilder's drawing office has to plan its operation to suit the shipyard plan for construction. This means that they will start detailing the structure first, when a drawing is prepared it is submitted usually to Headquarters for checking that the intention of the specification has been met. Very often more than one ship of a class is built, then drawings are made by one agency for the class, and after approval, prints are sent to all the shipyards concerned.

The same general scheme is followed throughout the hull drawing office, going from structure to outfit items in a regular sequence. However, the ship has to be fitted with armament, with machinery, and an electrical and elec-



*...such as the paint peeling off,
which spoils everything*

tronic installation, and the structural drawing for supporting the main engines, for example, cannot be made (or approved) until details of the main engines themselves are available. This principle of mutual interdependence goes right through the ship, for the mast cannot be designed until the radar scanners can be defined, and until the mast is designed circuit drawings for mast-head lights cannot be drawn and nor can the structure supporting the mast be developed.

AFTER DRAWINGS are prepared and approved there is yet another stage before actual physical work can

be started, namely, materials have to be ordered, and again a sequence has to be followed as it would not be sensible to have delivered to the yard, the mast-head flashing lantern, before the steel for the keel.

No doubt everybody associated with building the ship falls into the way of thinking that his particular activity (or lack of it) is the most important, but this cannot be true for everyone. It is a fact, however, that the drawing office services, briefly outlined above, are of vital concern. Under all circumstances the shipyard drawing office will have the benefit of advice and guidance from Headquarters and the overseeing staff. Under the most favourable circumstances all the armament, machinery, electrical, electronic and equipment items will be of known patterns. This will not reduce the number of working drawings that have to be prepared for ship-building, but it will greatly facilitate their production because a large body of absolutely reliable information will be available. Unfortunately, when a new ship is being designed there will often be very good reasons why new equipments should be fitted, for example, the main machinery may require to be of a different power than that used before. This will mean that the machinery itself will have to be designed before the shipbuilder's working drawings can be started. Similarly with guns and other items. Even when every difficulty is met in shipbuilding, it still takes longer to develop and produce high power machinery or a main armament gun, than it does to build a ship, so these items have to be started not only before the keel is laid, but often before any shipyard drawing work can be undertaken. It is most important that standard items should be used wherever possible, so that in a given case development effort can be applied when it is most needed. This is why items like kit lockers and light fittings are the same in aircraft carriers as in minesweepers; it does not mean that the pattern need never change, but rather that development of specific items should proceed independently of shipbuilding or ship design.

THE ORDERING of material is done off the drawings, and of course the larger the number of standard items the simpler and quicker the ordering procedure. There are undoubtedly items which, in use, need not be standardized and a supplier of door knobs, for example, can claim that his product is as good as anyone else's, but if the knob is changed, the door changes and, if you are not careful, the doorway, and the

cabin—and a situation can arise in which whole bundles of drawings cannot be worked to because some small change has been allowed.

The draughtsman in fact is just like you, what he has done before, and thinks he knows about, he will do easily and well, what he does not know about will be put on one side until tomorrow, and there is thus a great tendency to give the least attention to the items that need it most, whilst all the time everyone is very busy. Even in an entirely new design then old equipments must be used. To take a specific case, and a simple one, a Mess: The Headquarters drawing will indicate that 24 men are to be accommodated, the draughtsman knows straight away that eight sets of three-tier bunks, twenty-four kit lockers, eight chairs, two tables, two mirrors, will be required. If all these are standard items, not only can he draw them in, but he can also order them by reference to pattern numbers—whereas, if only one of the items is non-standard, the drawing is held up and all ordering delayed until this errant item can be clearly defined.

From the point of view of producing ships in numbers the ideal would be to have not only all equipments, but the whole ship "the same as last time" and, of course, in emergency the greatest possible number of ships are ordered from a current design so as to facilitate quantity production. It is most important from this aspect to have not only a Designer, an Industry, and a Naval Staff "in being", but to have ship construction in being at all times also. This will ensure that at all times there is a fairly modern vessel being built, for which the design and all drawings and specifications are available so that numbers ordered will be as nearly up to date as possible.

WHEN MATERIALS and equipments have been ordered off the drawings, the contribution of the Drawing Office is nearly complete. The next step will be the first actual shipbuilding effort. Where will it take place? In the mountains of Minnesota or Ungava, for that is where the manufacture of steel ship plate begins. During the months following, similar action will begin in the hills of Guiana. Steel plates and sections will be rolled in Hamilton, aluminum ones in Kingston, steel castings perhaps in Trenton, and the finished products of these industries will be delivered not only to the shipyard, but to the workshops of all kinds of industries all over the Dominion. Of course, the basic raw material of steel ships is steel and steel is the first material delivered to the shipyard; the steel-

worker, in conjunction with the loftsmen, the first actual shipyard worker to be engaged. He is, on the whole, the least time consuming of all and the steel hull of a ship is, therefore, often dismissed by the engineers as a shell to float his machinery. This is, of course, an admission that the machinery won't float by itself. The ordnance branch are inclined to dismiss the hull as merely a platform for holding up their guns. This is, of course, an admission that the guns won't hold up by themselves.

Actually it is a very grave error to dismiss any part of anything as relatively unimportant—it is certainly foolish to minimize the importance of the steel hull because generally it is so trouble free, or generally so little to the fore when delays are being considered. If the hull is poor, the whole thing fails. Following this line of relative importance leads all too often to the attitude that "x" is the most important because he gives the most trouble,



whereas the proper way of assessing a constant trouble-maker is to cut him off. However, except to the expert, the fabrication and erection of a ship hull is not of great interest because it is a relatively straightforward process and, even when complete, the product bears little obvious relation to a finished ship.

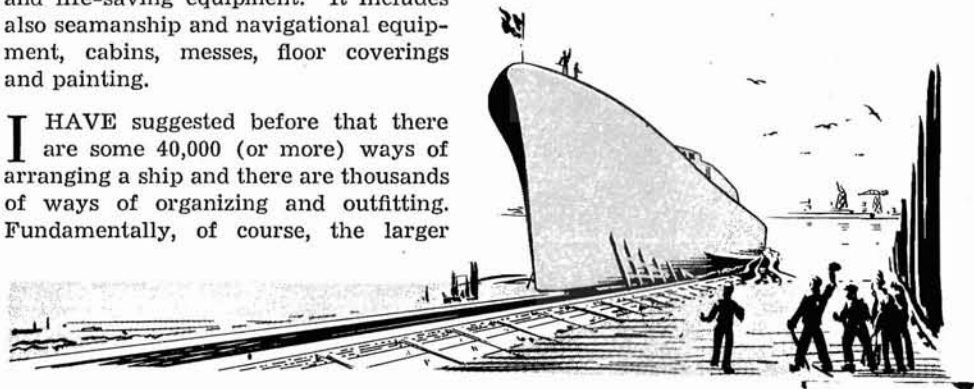
After the main hull structure is complete, other workmen begin the outfitting. This includes operations undertaken by every shipyard trade and involves the fitting in the ship of every item of main and auxiliary machinery, of every piping system, of subdivisions for convenience, of insulation, ventilation, heating, electrical and electronic systems, of guns and torpedoes, boats and life-saving equipment. It includes also seamanship and navigational equipment, cabins, messes, floor coverings and painting.

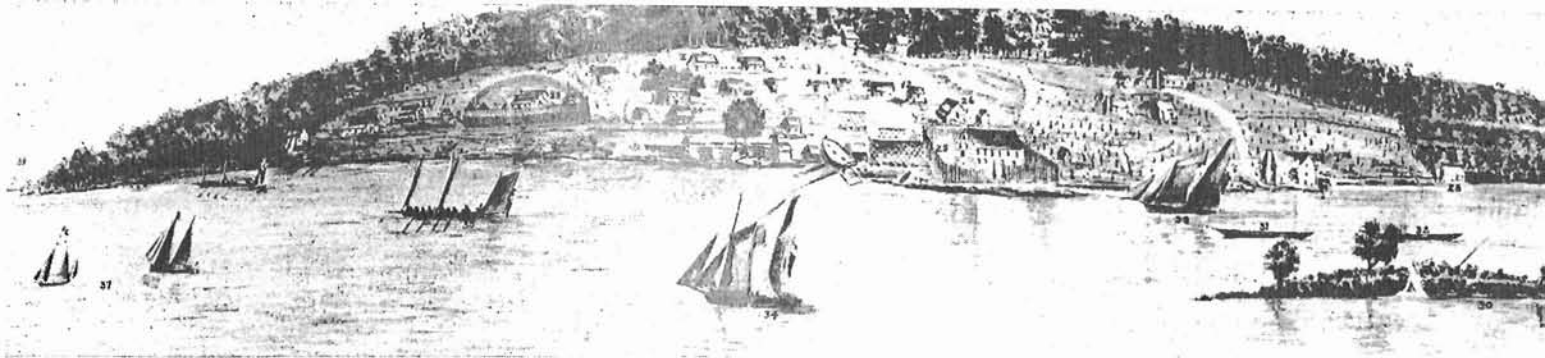
I HAVE suggested before that there are some 40,000 (or more) ways of arranging a ship and there are thousands of ways of organizing and outfitting. Fundamentally, of course, the larger

time consuming operations should be started first, and similarly, equipment to be installed low down in the ship should be fitted first or you will find that you have to remove the bridge in order to install the boilers. The necessity for leaving loose work in order to allow for the installation of large items acts as a powerful lever toward getting an early start on such items. Equally, of course, a dipole aerial cannot be fitted before the mast.

You will see, therefore, that there is a broad pattern which is inescapable, and this broad pattern puts the completion of some electronic items last, except for cleaning and painting. Within the broad pattern, however, there is room for very many different practices. These practices originate in, and are the responsibility of the shipyard concerned and while I have strong objections to fitting the mess deck furniture so that the men installing the fire main can stand on it, the shipbuilder always has the last word. I feel, therefore, that with this introduction to outfitting this article should properly end, and that if the fan mail is sufficient, perhaps the Editor should get a Shipyard Manager to write a separate article on the Planning of Shipbuilding Operations.

Irrespective of fan mail, the one thing above all which distinguishes the Naval Service from the others is not the pattern of uniforms worn nor the amount or quality of the refreshments consumed, nor anything else but just this, only the Navy has ships of war. These ships are yours, they are your homes, they carry your weapons, they are part and parcel of your service life. Of them you may have thought that, like Topsy, they just growed. If this article convinces you on the one hand, that like Topsy they are difficult to alter, and on the other, like Topsy, they are surely conceived, it will have been worthwhile. Here, of course, the parallel with Topsy must end, for in the long run, although ships may just grow, the Navy can have the sort of ship it wants if you think enough about them and love them enough.





HM Schooners *Confiance* and *Surprise*, formerly the U.S. Schooners *Scorpion* and *Tigress*, beating into Michilimackinac after their capture by Lieut. Miller Worsley, RN, and his men, September, 1814. (From the drawing by C. H. J. Snider, courtesy of the John Ross Robertson collection, Toronto Public Libraries.)

The Navy on Lake Huron = 1814

IN JULY of this year, "frog men" of the Royal Canadian Navy made a survey of a Canadian-built naval vessel lying 15 feet under the surface of the Bay of Penetanguishene.

Believed to be the remains of HMS *Newash*, the vessel, over 70 feet in length, was found to be lying on her starboard side, broadside to the shore, just south of the stone jetty that still survives from the days of the old naval dockyard. The ship's stem and sternpost were found to be reasonably intact and much of her ceiling and planking is remarkably well preserved. In fact, generally, *Newash* is in better condition than the ship raised a year ago and tentatively identified as HMS *Tecumseth*.

The RCN underwater crew also visited the scene of last year's salvage operations and recovered a portion of *Tecumseth's* side, broken off when being raised. Across the bay in Colborne Basin, the remains of USS *Scorpion*

were also examined. Where did all these ships come from and how did they come to be at Penetang?

A tour of the Georgian Bay towns will provide part of the answer. The charred hulk of the gallant HMS *Nancy* is to be seen near the mouth of the Nottawasaga. In the officers' quarters at Penetang will be found round-shot and boarding-pikes. Just outside on the parade will be seen the keel and frames of USS *Tigress*. All this comes down to us from the War of 1812. In that conflict British and Canadian seamen fought desperately through defeat to victory to save Canada from conquest.

Concerning the War of 1812, the frigate actions in the Atlantic, the land campaigns on the United States-Canadian border, and the naval operations on Lakes Ontario, Erie and Champlain are comparatively well known. The overall American strategy was to counter the overwhelming strength of the Royal Navy on the high seas by attack-

ing the Empire's weak spot, Canada. However, not so well known is the fact that naval and military operations were conducted on the Upper Lakes that were of far greater importance than the size of the operations seemed to indicate at the time.

The Upper Great Lakes and adjacent waterways formed the routes of the fur-trade. The vast territory west and north of the British post at Detroit to the Rockies and sub-Arctic was, therefore, of vital importance not only to the British fur interests but also to the future westward expansion of Canada.

After the Battle of Lake Eric, September 10, 1813, where the whole British squadron was annihilated (including the capture of HM Ships *Queen Charlotte*, *Hunter*, and *Lady Prevost*), the Canadian position west of Niagara was in a grave state. In the following spring (1814), the Americans planned to seize the opportunity to wipe out the British-Canadian garrisons and establishments on Lakes Huron and Superior.

A force was organized by Captain A. Sinclair, USN, consisting of U.S. Ships *Niagara*, *Lawrence*, *Scorpion*, *Tigress*, and the captured British vessels *Caledonia* and *Hunter*, having 500 seamen and marines, and 1,000 soldiers, embarked.

Clearing from Detroit, course was shaped for the main Canadian base at Michilimackinac at the entrance to Lake Michigan. En route, the Northwest Company's only supply schooner, *Mink*, was captured. Proceeding up the river

The word "ceiling", as used in this article does not mean "deckhead". It refers rather to the lining of the hull. "Ceiling", as used on shore, derived from the verb "to ceil", which meant "to line a roof", and is still used in the merchant service to designate the lining of the ship's hull which keeps the cargo from coming into contact with the side plating, which is often moist with condensation.—Ed.

View of starboard side of schooner tentatively identified as HMS *Tecumseth*, raised from Penetanguishene Bay, August 1953. (O-6141)



at the Soo, the Americans planned to capture the only available vessel above the rapids, the schooner *Perserverance*, and to sail and attack the fur-trading depot at the head of Lake Superior. However in the attack by *Scorpion's* crew, the *Perserverance* was wrecked and the two-million-dollar store of furs at the lake-head was saved. In the storming of Michilimackinac that soon followed, the men of the Royal Newfoundland Regiment stoutly forced the invaders back to their ships.

With a view to starving out the garrison during the coming winter, the American squadron now undertook to eliminate the only remaining British vessel above Niagara, HM Schooner *Nancy* (Lieutenant Miller Worsley, RN). The *Nancy* had been engaged in supplying stores to the garrison at Mackinac, ammunition, food and clothing brought overland from York (Toronto) to the mouth of the Nottawasaga River.

Unaware of the enemy squadron's approach through Georgian Bay, the *Nancy* was trapped at her berth just up the river beyond the sandspit that forms one bank at the mouth. In the course of the attack, the *Nancy* was hit by a barrage of shot fired over the sandspit by the enemy ships outside. She blew up, burned and sank; Lieutenant Worsley and his seamen took to the woods and escaped. (The remains of HMS *Nancy* are today preserved where she was lost.)

Captain Sinclair now sailed for home leaving USS *Scorpion* and USS *Tigress* to make certain that the Mackinac garrison was not supplied by bateaux or canoes and so force its withdrawal over the winter ice. However, before the autumn gales set in, Lieutenant Worsley and his seamen reinforced by soldiers and Indians in open boats actually captured both U.S. vessels in two of the most daring boarding operations of the war. Records of the Board of Inquiry, held on board USS *Independence* at Boston, give this version of the affair:

"The court find, that after Lieut. Turner (in USS Scorpion) had proceeded to cruise off French river, on the night of the 3rd of September last, the Tygress was attacked by the enemy in five large boats, (one of them mounting a 6-pounder, and the others a 3-pounder each) and by 19 canoes, carrying about 300 sailors, soldiers, and Indians, under the command of an English naval officer: that owing to the extreme darkness of the night, the enemy were not perceived until they were close on board; nor were they then discovered but by the sound of their oars.



Rear-Admiral H. F. Pullen and Lieut.-Cdr. K. D. McAlpine examining the head of a pike pole, one of the relics brought up from the wreck of HMS *Newwash* by an RCN underwater crew. (O-7088)

"After they were discovered, every exertion was made by Lieut. Champlin, his officers and men, to defend his schooner, that bravery and skill could suggest; and not until all the officers were cut down, did the overwhelming numbers of the enemy prevail. The enemy, having thus captured the Tygress, and having mounted on her their 6- and 3-pounders, and placed on board a complement of from 70 to 100 picked men, remained at St. Joseph's until the 5th of September. On the evening of that day the court find, that the Scorpion returned from cruising off French river, and to anchor within five miles of the Tygress, without any information having been received, or suspicion entertained by Lieut. Turner, of her capture. At the dawn of the next day it appears that the gunner having charge of the watch, passed word to the sailing master, that the Tygress was bearing down under American colours. In a few minutes after, she ran along side of the Scorpion, fired, boarded, and carried her."

At a stroke, the Royal Navy again exercised command of Lake Huron in HMS *Constance* (ex-USS *Scorpion*) and HMS *Surprise* (ex-USS *Tigress*). A document recently uncovered in London and dated at Michilimackinac 12 September, 1814, valued the two schooners at almost £16,000, an assessment

considered to be "fair and just . . . at so remote a post". Indeed, it must have been an arduous and expensive proposition to haul guns, shot, and anchors from the fleet at Quebec to the forest-shrouded shores of Lake Huron!

With an enemy squadron on Lake Erie refitting to take the offensive after the spring break-up, the Canadian situation on the Upper Lakes was not bright, but at least the western posts were safe for the winter and the Admiralty had taken early steps to improve the situation. At the Naval Yard, Streets Farm, at Chippawa on the Niagara, HM Schooners *Tecumseth* and *Newwash* were laid down in the spring of 1815. Over 70 feet in length, they were designed to mount two 24-pdr. guns and two 32-pdr. carronades. As it happened, neither ship fired a shot in anger for the war ended just after the new year opened. But in the uneasy truce that lasted until 1817, both vessels served well until they were finally dismantled at the newly established naval dockyard on Penetanguishene Bay.

HM Dockyard at Penetang was built after the War of 1812 and consisted of a magazine on Magazine Island, a stone jetty (still to be seen), a naval stores depot of stone, a saw-pit for ripping timbers (now reconstructed), a barrack block and officers' quarters. During the post war years, HM Ships *Bullfrog*, *Bee*,

Wasp, *Mosquito*, and *Firefly*, were built on the ways at the Penetang dockyard.

Penetang, today, is a town of about 5,000 population and the inhabitants are very much aware of the history of the place and of the Bay of Penetanguishene. Headed by a most energetic Chamber of Commerce, the townspeople have acquired the sites of the naval dockyard and of the military establishment situated out towards the entrance to the harbour. With the assistance of Professor Wilfred Jury and students of the University of Western Ontario, much work has been done to restore the historic sites. Foundations of dockyard buildings have been excavated and the saw-pit reconstructed. A most interesting museum collection of relics are now housed in the beautifully preserved army officers' quarters which date from 1830.

The vessel raised last year, reputed to be HMS *Tecumseth*, was shaken out of the mud by means of a clam dredge. Unfortunately, large portions of her topsides were broken off, and the scarf of her keelson amidships sprung. Even at that, however, the remains are in remarkably sound condition. Of oak, these consist of keel, deadwoods, hog, and keelson, stem and stern-post, a considerable number of frames, planking, and ceiling. No evidence of rot or decay was found and the iron fastenings, gudgeons and chain-plates have been remarkably well preserved by the mud.

Just over 70 feet in length, *Tecumseth* lay on her starboard side, that side being more complete than the port. Her oak planking originally three inches thick has been ground by the sand and ice to about two inches except where it is preserved by the iron fastenings. Where the garboard strake was torn

off in the raising, the rabbet in the oak keel is as clean-cut as the day it was chiseled nearly a century and a half ago. The scarfs of the keel and keelson assemblies match almost perfectly with those shown in the original Admiralty plan. Between the ceiling and planking alongside the keelson were found several round-shot, some bearing the "broad arrow", a medal, and an RN officer's coat button.

Much of the work of identifying these ships has been done by three marine experts from Toronto: C. H. J. Snider, the well-known Great Lakes marine historian; Rowley Murphy, the war-time naval artist; and John Stevens, the expert on wooden men-of-war. Final identification of the ship raised last year (*Tecumseth*) must await the raising of the one (*Newash*) last summer examined by the RCN underwater crew.

While both were built to a common plan, Mr. Snider has uncovered evidence that the *Newash* was converted from schooner rig to that of a brigantine. The plan for both vessels shows groups of three chain-plates to take the deadeyes and lanyards of the shrouds, and such is the case with *Tecumseth*. If the *Newash* was rigged as a brigantine, she probably had a foremast in three parts (lower, top, and topgallantmast) and therefore required four or even five chain-plates to secure the foremast shrouds.

Perhaps, when she is raised, absolute identification of this vessel as HMS *Newash*, a ship built for the defence of Canada, may be made. At any rate, bit by bit, the townspeople of Penetang are not only rediscovering their own storied past, but are bringing to light new pages of Canadian naval history—a most commendable project.—E.C.R.

The Voyage of the Cayuga Maru

(On August 23 HMCS *Cayuga* steamed into the Inland Sea through the Shimono-seki Straits to pay a visit to Beppu. Beppu is a Japanese resort city on the southern coast of the Inland Sea. About ten miles from the inner end of Shimono-seki, the whaler was slipped with Lieut. J. R. Young, Lieut. (L) S. G. Snider, Ldg. Sea. Donald Cathcart, Ldg. Sea. Barry Norrington, Ldg. Sea. Harry Voth and AB John Lundy.)

THE SUN had been set for about fifteen minutes and there was but a light ripple on the surface of the Inland Sea. At buoy No. 5, the *Cayuga*

lowered the "*Cayuga Maru*" into the water. The commanding officer, Commander W. P. Hayes, asked if all was well and, with an affirmative reply, the *Cayuga* left her *Maru* and its six occupants to the wonders of the Inland Sea, and disappeared into the dusk.

In the whaler, sail was set and course shaped for Hiroshima Channel, this would take us away from the main shipping route. The wind was light, though by dawn the *Cayuga Maru* was 12 miles closer to Beppu. The total voyage by straight line was to be 58 miles.

On board Ldg. Sea. Harry Voth of Chilliwack, B.C. had an FR 12, a trans-

receiver by means of which it was hoped contact with the *Cayuga* would be made every four hours. The *Cayuga* was loud and clear. However, the boatsmen were never able to contact the ship from the whaler, though long attempts were made at each schedule. When the whaler was slipped there was some concern about the progress of a tropical storm 80 miles west of Okinawa, which could have easily approached Kyushu.

The night was warm. Everyone slept at odd intervals on the thwarts or on the bottom boards. The only sounds were the gentle chugging of Japanese fishing boats and the lapping of the waves as the whaler moved slowly along.

At dawn, the *Cayugans* passed through a fishing fleet. With little wind, manoeuvrability was limited. Hence, odd remarks from the fisher folks were heard, though not understood.

CPO William Adie, of Victoria, and PO William Appleton, of Saskatoon, had looked after the supply of food for the estimated two-day voyage—including roughly two loaves of bread, — two pounds of butter, four cans of salmon, a few cans of fruit juice and beans, beans and more beans, in cans.

At 0645 on August 24, a strong breeze came up from the east, which was our projected course. As a result, the next 13 hours were spent beating through the Hiroshima Channel and around Ohima Hana.

At 1130, we came to anchor near the town of Kumage, mainly for a swim, which was enjoyed by all. It was a very hot day ashore. However, the wind kept the temperature slightly lower on the water. In fact, everyone had had enough sun by 1000. The shadow of the mainsail was a popular spot.

At 1210 we received the weather from the *Cayuga*, with special reference to the tropical storm which appeared to be weakening and heading for China. At 1220, we weighed and proceeded, having completed lunch on salmon sandwiches. By 1830, it had become rough and wet, with heavy seas and ground swell.

During the next three hours the whaler made good six knots, arriving in Beppu Wan (Bay), about six miles from the *Cayuga* at 2230. By 0030 the wind dropped to nothing.

At 0510, with about two miles to go, the ship flashed a ten-inch and at 0645 the motor cutter (on a return trip from shore with libertymen) towed us the last half mile.

After 36 hours a sunburned crew climbed aboard, having covered some 85 miles of water and consumed far too many beans. All were eager for a repeat performance as soon as possible.—J.R.Y.

Clearance Diving

- - A New Career

BEFORE seriously considering entry into the new Clearance Diving Branch, a candidate must ask himself a number of soul-searching questions:—

Am I prepared to enter and master an entirely new world where new dangers lurk, which in most cases must be faced alone and often in murky blackness?

Having faced and learned to avoid the dangers of "bends", oxygen and nitrogen narcosis, air-embolism, asphyxiation, "squeeze" and a dozen others, am I capable of mastering all the many skills required of a clearance diver?

Am I prepared to apply these newly acquired skills in the performance of clearance diving duties, whether in connection with underwater inspection, maintenance, repairs and salvage, or demolitions, countermining, render-safe and disposal of explosive devices of either "friendly" or enemy origin?

The RCN Clearance Diving Branch embraces the functions of the standard divers, the "port party" divers of the Second World War, who were used to clear "unsweepable" mines and sabotage devices from harbours vacated by the enemy, and the bomb and mine disposal squads who dealt with unexploded bombs, projectiles, parachute mines, etc., ashore.

After a moment's consideration of the hazards and skills involved, it is not difficult to understand why the clearance diver stands second on the list of those eligible for Trade Group Four.

However, the new rate of clearance diver was not simply "created" and vested with these new responsibilities, but is the result of five years of planting, growth, pruning, grafting and even cross pollination. In fact, behind the recent decision by Naval Board to establish a Clearance Diving Branch lies a story of discouragements, delays and frustrations which threatened to destroy the seed entirely.

It all began in March 1949 when the need for a Mine Disposal Organization was recognized. At first it was considered that this requirement could be met by a few officers trained in self-contained diving and the mine render-safe techniques used in the Second World War.

Lt.-Cdr. (P) H. J. G. Bird and Warrant Engineer (now Ord. Lieut.) E. D. Thompson, were the first to volunteer

and were sent to qualify with the Royal Navy as instructors. On their return an Underwater Training Unit was established in HMCS *Stadacona* and the first RCN(R) Officers and UNTD Cadets were accepted for training.

With the clear definition of naval responsibilities for bomb and mine disposal, however, the concept of the organization broadened to embrace mine searching and surface weapon disposal techniques and it became apparent that training should be extended to include men. This requirement was first met by the armourers as the Ordnance Branch had accepted the responsibility for sponsoring and co-ordinating the organization.

Several Reserve officers with wartime experience in diving, bomb and mine disposal, DEMS, combined operations and even X-craft were attracted into the organization on short service appointments. Of these, some have since transferred to the regular force and most are still serving.

Until more comprehensive training could be undertaken in the RCN, officers and men were trained as instructors in the United States Navy. Meanwhile, all manner of instructional aids in the form of mines, bombs, rockets, projectiles and torpedoes were ordered as well as the most advanced types of self-contained diving equipment. The Dominion Rubber Company started development of a Canadian prototype underwater swim suit embodying the best features of the British, French and American suits which had been used to date. Approval was granted to build suitable vessels for clearance diving training and operations, and a second underwater training unit was established in HMCS *Naden*.

This unit matured rapidly under the guidance of Ord. Lt.-Cdr. E. L. Borraidaile, who was later involved in a fatal accident while dealing with a Japanese mine washed ashore on the West Coast.

From this time on, delays and disappointments became numberless, and strikes, manufacturing difficulties and procurement red tape seemed endless.

During this difficult period when stocks of diving equipment were rapidly becoming unserviceable a "dry" dive became the exception to the rule and it soon reached the point where a dry diver was openly suspected of nursing his dive and was regarded as slightly soft (though secretly envied).



In spite of the many shortcomings of the equipment, many highly successful operations were carried out including the salvage of several crashed aircraft. Both officers and men were keen and were learning quickly, although the physical conditioning required for underwater swimming was not easily achieved. There is, in fact, a case on record of a swimmer who, after a half hour's strenuous work on the bottom, surfaced, climbed the ladder half way and paused for a much needed rest. His "tender"—a particularly conscientious type—sensing distress, unsheathed his sharp knife, slashed at the harness of the breathing set and then at the "frogman" suit in his efforts to free the diver. The latter recovered quickly from his diving exertions but required two stitches in his back as a result of the over zealous attentions of his tender.

By 1952 it became obvious that duplication existed between the Underwater training units and the standard diving schools and, as a result of a survey of all diving requirements in the Navy, it was decided in August of that year to establish a Diving and Explosive Disposal School and Training Centre which would be responsible for all training and peacetime operations in these fields.

Bringing the two organizations together effected economies in equipment, facilities, time and instructional personnel. It also emphasized the similarity and weaknesses of both. Chief among these weaknesses was the inability of either to offer its men the firm foundation of a rank structure with career prospects comparable to other trades in the Navy. At this point, moreover, it became difficult to reconcile the technical with the operational aspects.

Finally, after two years in which countless proposals and counter-proposals were sifted and considered, the best solution appeared to be further amalgamation of the two functions of standard diving and explosive disposal into one branch for men, and, because it seemed desirable to integrate this with other aspects of mine counter-measures, the organization was transferred to the Executive Branch.

And so in February, 1954, the Clearance Diving Branch was born. Following this new birth will surely come the usual teething troubles, the childhood and adolescent growing-pains leading to maturity. However, the foundation has been laid for a workable organization and the status of diver has been raised from a secondary to a primary qualification.

Standard divers who elect to transfer to this new branch will only be required to undergo conversion courses in explosive disposal techniques to fully qualify. These men have already proven their aptitude and physical fitness for diving and their psychological fitness to deal with explosives. However, the new candidates, who will come largely from HMCS *Cornwallis* must undergo a thorough screening.

First must come a recommendation from their commanding officer vouching for their reliability, intelligence and common sense. Then a special medical examination, followed by a "dry dive" in the re-compression chamber to a simulated depth of 100 feet of water.

In the chamber the candidate is taught to equalize pressure on the eardrums by clearing the eustachian tubes, to relax and breath deeply—so necessary in diving. He is carefully watched for symptoms of nervousness, excitability and claustrophobia. The greatest number of failures show up in this test—most through inability to "clear" their ears, some through claustrophobia, etc.

Not all those who successfully pass the pressure test will become clearance divers, however, for next comes a screening to determine a candidate's psychological suitability to meet the exacting and hazardous tasks ahead. In this the candidate is subjected to a series of questions to obtain his reactions to certain conditions and his ability to think his way out of difficult situations.

Most of the questions asked are of a serious nature. Occasionally, however, Lt.-Cdr. J. C. Ruse, officer-in-charge of the Diving and Explosive Disposal School, will strike a lighter vein by telling the time-honoured procedure for divers to adopt when confronted by an octopus. It goes something like this:

"When a diver is interfered with by an octopus in the course of his diving duties, he shall immediately tuck his bare hands under his armpits to prevent the octopus from seeing or feeling bare flesh. If it attacks, the diver shall remain motionless until completely embraced by the tentacles. He shall then endeavour to free one hand sufficiently to tickle the octopus under an armpit, which has the desired effect of throwing it into convulsions allowing the diver to escape."

Any candidate who can take a detached and coldly realistic view of this and asks—"Sir, how can you be sure it is an armpit and not a legpit?" is assured of a passing mark.

After passing all the above tests, the "candidate" becomes a "trainee" and commences actual diving. Failures occur at this stage, too, for initial training is in reality a further screening. Men who show no signs of claustrophobia in the chamber occasionally revolt at being sealed into a diving suit. Others can't stand the feeling of being on the end of a rope so far from home and completely dependent on the attendant on the surface (as is the case of the fully-weighted diver). Still others do not possess the mechanical aptitude necessary to work with divers' tools,

while some show nervousness when dealing with explosives. Occasionally a man will show the symptoms of low oxygen tolerance, which means that it is unsafe for him to use oxygen either in a breathing apparatus or during decompression in a deep-sea suit.

The method employed to determine a diver's tolerance to oxygen in the early days of the Second World War, when little was known of the subject, was to lower him on a lifeline while breathing oxygen from a self-contained breathing set, and increase the depth until a jerking on the line indicated that the subject has gone into oxygen convulsions. This method gave the desired information with no ill effects to the diver other than the loss of dignity. However, it was never looked forward to as an exhilarating experience and was later superseded by other more scientific methods. Today an encephalograph will tell the story with no loss of dignity.

Little by little, confidence will grow as ability increases. The ever-present risks and responsibilities are shared equally by diver and attendant, for, just as carelessness on the part of the attendant can endanger the life of the diver, so can the diver endanger those above him by an incautious move when dealing with explosives. For this reason divers' attendants—or "tenders" as they are called—are always qualified divers themselves.

Soon the clearance diver will learn that he is a member of a highly trained team, each dependent on the efficiency and co-operation of the other members for his life. From this sense of responsibility and inter-dependence, and the knowledge that one is of the half who made the grade, comes that priceless asset in any team—esprit de corps.

The clearance diving organization will be established as a small peacetime nucleus geared to expand efficiently in time of emergency. Its versatility and mobility will permit employment with minimum delay in any or all of the fields for which it is responsible.

Should war *never* come, the clearance diver will be fully employed in carrying out the diving duties relative to salvage, inspection, maintenance and repairs to ships' hulls, jetties and sea walls, and the laying of moorings, etc. He will also deal with the mines or other explosive weapons which are washed ashore. He will undertake the necessary underwater demolition jobs. He will occasionally be called on to recover a practice mine or a depth charge.

Surely such an organization can be likened to an insurance policy which, throughout its life, pays its own premiums!—G.C.

About the Author

A yacht designer at Lakefield, Ont., Lt.-Cdr. George Douglas Cook, 41, joined the RCNVR in 1940 as an acting lieutenant and spent the next five years with the Royal Navy on bomb and mine disposal work.

He was awarded the George Medal in 1941 for a five-day ordeal in dismantling a German parachute mine at Suez single-handed. Early in 1942 he earned the Bar to the GM for similar work on a highly-sensitive "G" mine at Haifa. He had to clear the area of 14,000 people, sandbag the mine site and work in a tent for three and a half hours, much of it in total darkness.

Confirmed in the rank of Lieutenant-commander in 1945, he was mentioned in despatches later that year for "outstanding service and devotion to duty".

Demobilized at York in January, 1946, he returned to Lakefield until April 1951 when he embarked on a short service appointment, to serve on the staff of the Director-General of Naval Ordnance, broken by a course with the U.S. Navy.

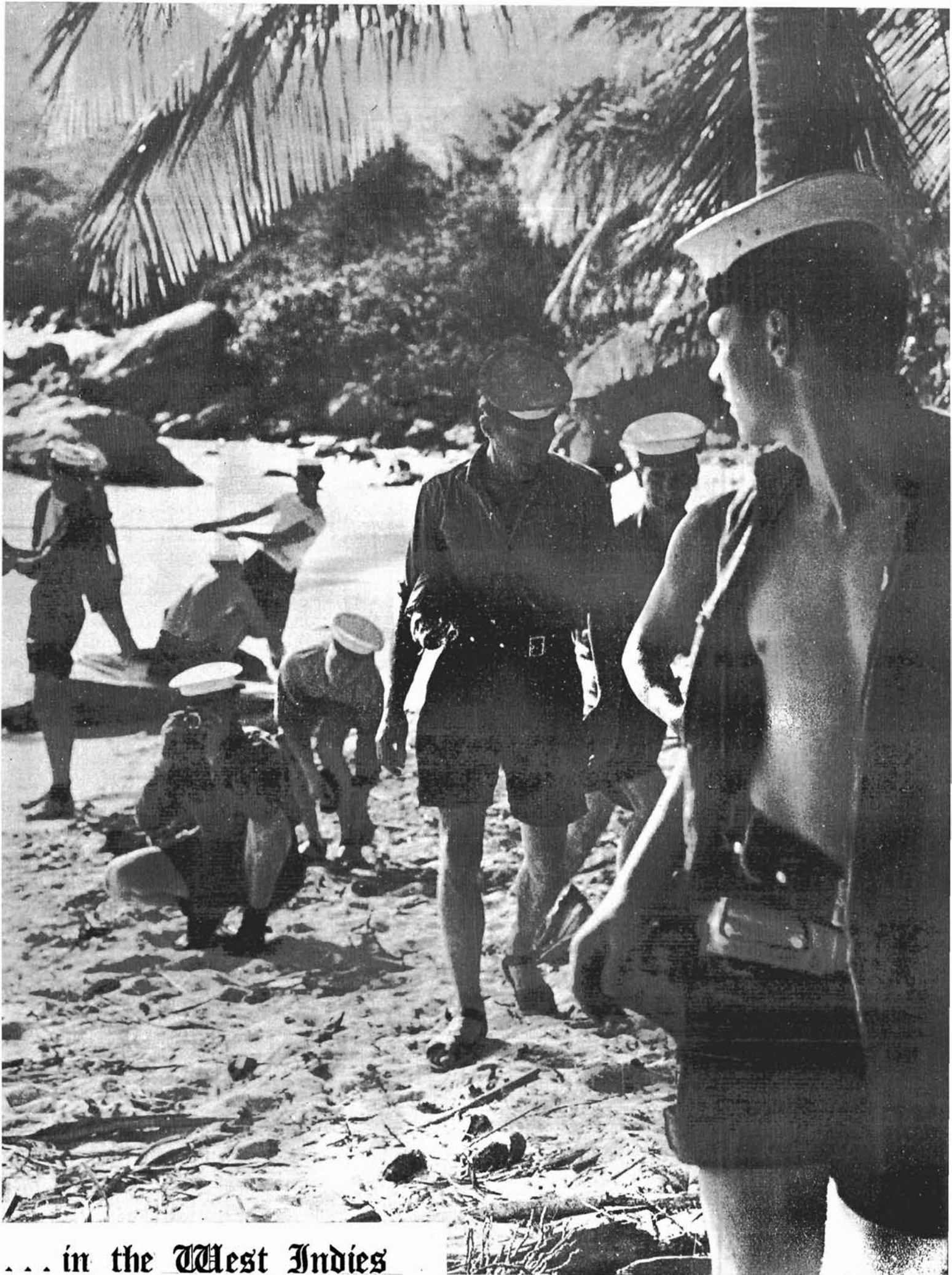
He transferred to the Ordnance Branch in February, 1952, but early this year reverted to executive rank as have all clearance divers and was attached to the directorate of TAS and Mine Warfare. He was also granted a permanent commission. In May Lt.-Cdr. Cook began a Junior Officers' Technical and Leadership Course at *Stadacona*.



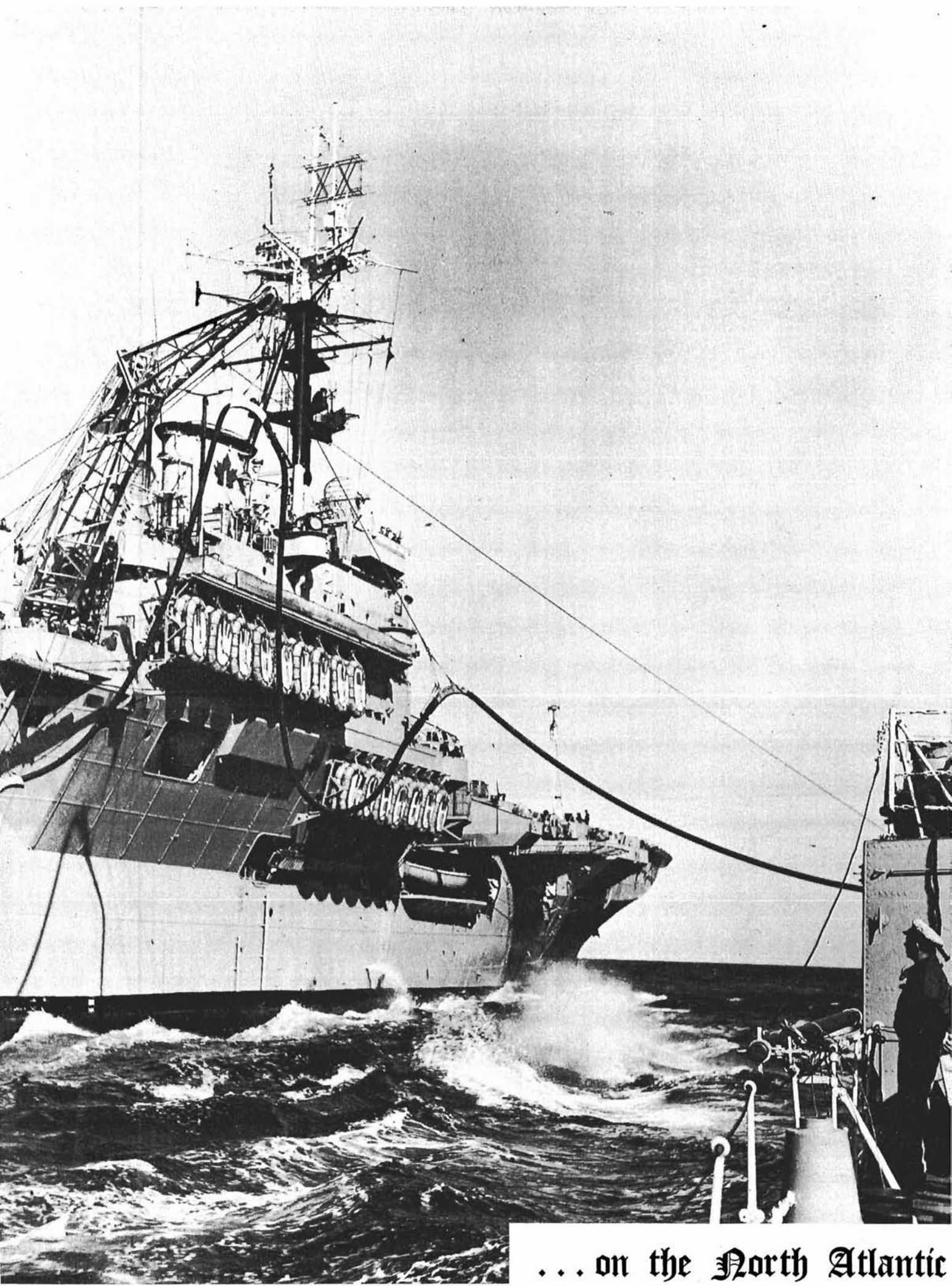
A Christmas Album

Visual reminders of the far-away places in which officers, men and women of the RCN served during an eventful year

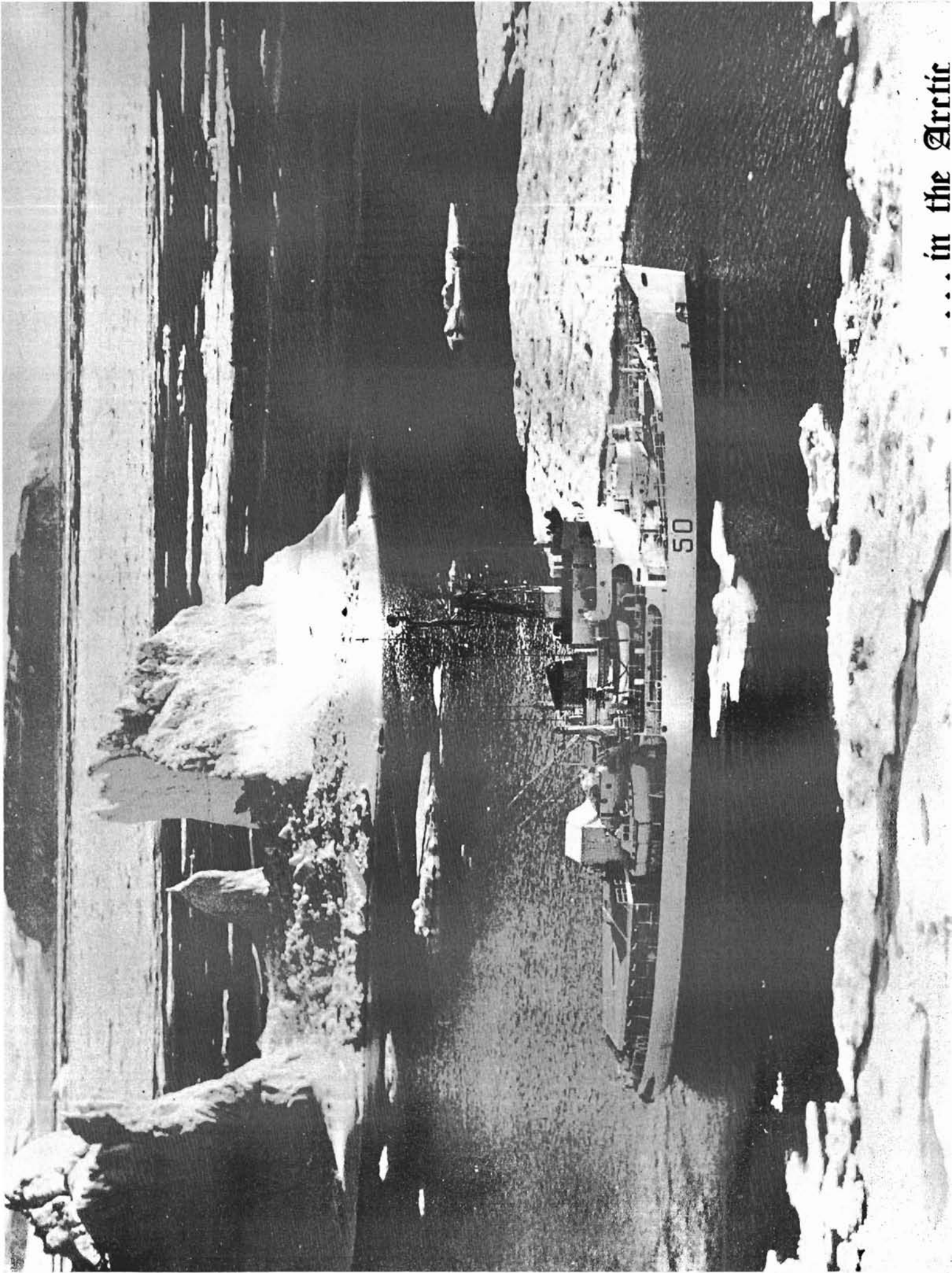
... at Churchill



... in the West Indies



... on the North Atlantic



... in the Arctic



A Christmas Greeting From the Old Land

SIR WINSTON CHURCHILL, Lord Alexander and others of the famous often relax from their arduous tasks by painting. Not that they have no other alternatives to self-expression, but, it is a complete change from their ordered lives. Some Canadians in the political and service fields of endeavour like painting, too.

This year's Christmas card from the Canadian Joint Staff, London, has a colourful reproduction of an oil painting by Cdr. (E) John Osborn, RCN, of Vancouver. It depicts symbolically the river Thames, a riverside scene, with St. Paul's Cathedral in the background. It effuses the story of London, the legendary fame of the Thames; its connection with the seaways of the world and the religious ideals of the British Commonwealth as represented by St. Paul's.

Canadians in the Navy, Army, Air Force and Defence Research, who serve their country in the United Kingdom, like their Christmas greeting to spell the story of their location. Last year it was a charming portrait of Queen Elizabeth, the original of which hangs in the board room of the Canadian headquarters in London.

This year Major-General J. D. B. Smith, former chairman of the Canadian Joint Staff, London, a keen amateur

painter, suggested that Cdr. Osborn produce some ideas for a Christmas card. The commander did so and the committee handling the matter, gladly accepted his work to be incorporated in the greeting.

The original painting is 20 by 24 inches—sketched from a point on the south bank of the Thames beyond Waterloo Bridge near Southwark Bridge. It grasps the Thames-side scene with all its lustre and blends into the majesty of St. Paul's. Southwark Bridge is seen at the right of the picture but, as the artist points out, he has used a bit of licence to bring it into perspective.

It is called "St. Paul's and the River".

Cdr. Osborn was once visiting his wife's relatives at Alberni on Vancouver Island. As the weather was bad, he picked up a box of paints to amuse himself and so began an interesting hobby. He had always been keen on draughting so it came easily to his artistic nature. Having commenced his apprenticeship as a marine draughtsman in Port Chalmers, New Zealand, he later served at sea with the Canadian-Australian Royal Mail Line and then migrated to Canada in 1929.

He had some tuition from Henri Masson in Ottawa and kept on with his new interest while at sea with the Royal

Navy and the Royal Canadian Navy in many parts of the world. While serving as Commander (E) in HMCS *Ontario* he interested many of the lads of the lower deck in copper embossing for, while it kept them busy in the off hours, it also improved their skill of hand in things mechanical.

During his London posting, Cdr. Osborn had had some tuition from Miss Sonya Mervyn, ARCA, and Marcel Godfrey, a well-known Canadian painter now resident in London. He has had two paintings exhibited with the Chelsea Arts Society—one Canadian winter scene done in Weybridge and another—autumn scene—done in Algonquin Park.

During a party held at CJS London, the commander discussed painting with Lord Alexander, then Governor-General of Canada, and the famous soldier told him one of his happiest relaxations in Canada was painting the fascinating kaleidoscope of colour of the Canadian countryside.

Cdr. Osborn, in his 40s, is a commendable example of the older service man who not only has done well in his chosen work but who is setting a pace for the younger servicemen in using their spare time usefully. He was a merchant service officer before joining the Royal Canadian Navy and knows most of the highways and byways of the Seven Seas. He also knows what it is like to sit on a raft in turbulent water and hope that someone will come along—soon.—J.H.G.

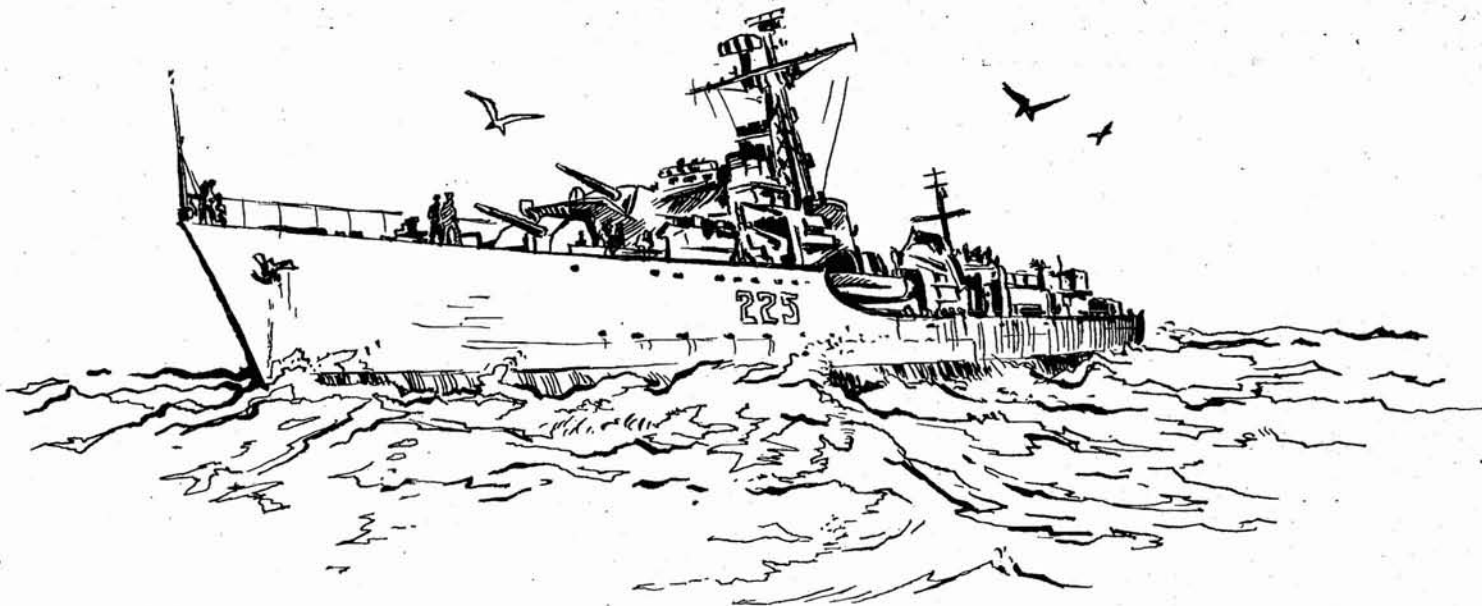
New Broom II Brings Praise

Congratulations and a well done on the execution of the NATO exercise New Broom II were received by the commander and air commander of the Canadian Sub-Area from the Commander-in-Chief Western Atlantic.

Rear-Admiral R. E. S. Bidwell, Commander Canadian Atlantic Sub-Area, and Air Commodore Martin Costello, Air Commander Canadian Atlantic Sub-Area, who conducted Exercise New Broom II, received a message from Admiral Jerauld Wright, USN, Commander-in-Chief Western Atlantic, reading:

"Congratulations on a keenly executed operation which most certainly has contributed greatly to improving the ability of our NATO team to work together with precision and success.

"The aspects of high winds and rough seas introduced into the operation by Hurricane Edna may have made the exercises more realistic than planned, but the demonstration of forces readily adapting to the situation was a fine indication of the progress we are making. Please extend a hearty well done to all concerned."



A Dog's Life

“GOING to sea is a dog's life.” For centuries this wise warning has been uttered in every language of mankind by every manner of seafarer since the first cave man paddled home from a trial ride on a pointed log. And for just as many centuries young men have ignored the warning and sailed off in search of new worlds beyond the horizon. *Why?*

First of all, because the veteran seaman usually weakened his argument by staying at sea himself. Whatever he said about life at sea, he made it pretty obvious that he regarded seamen as a much superior breed to the pale tradesmen of the towns who went meekly home to their wives every night at five o'clock.

And, secondly, the old salt, whether he was a Carthaginian trader, an Elizabethan pirate, or a Lunenburg fisherman, was a totally different animal from the landsman—as local magistrates have always known. His beefy complexion, lusty laughter and holiday mood set him clearly apart from the plodding wage-slaves of the city's pavements. Older citizens might view him with disapproval, but to the younger generations the world-traveller brought a refreshing echo of far lands and high adventure, spiced with suggestions of a more pagan code of conduct than that enforced at home. He rolled off strange, rich-sounding names like Zanzibar, Valparaiso, Timor and Tahiti. Nothing can be more disturbing to a young man faced with a dreary future in tedious commerce or industry, half a century to be spent between a grim factory and dreary suburb.

And what happens when the youngster goes to sea?

As always, the young man of today gets disillusioned. For centuries the ship, which seemed so lovely in the offing with her towering white canvas and sweeping lines, turned out to be a verminous prison with stinking bilges and unspeakable food. Today's ships, for all their comforts, can become steel prisons filled with endless noise and frustrations, particularly to the new seaman. Most of us would not be surprised to learn that Hell is equipped with long lurching alley-ways, high coamings, watertight doors and steep ladders, all lit by ruby night-lights and scented with the aroma of stale bedding and fresh mal-de-mer. And assuredly Hell must be fitted, by now, with raucous loud-speakers through which His Satanic Majesty makes piercing pipes every few minutes . . . “Souls under punishment to muster in No. 756 Boiler Room . . .”

And this is but another attraction of the sea. It is an ordeal. Not everyone can endure it. It leaves its mark on men's souls. And men prize these scars later as badges of honour which distinguish them from lesser mortals and



A sea-going officer takes a second look at the things which make up a naval career.

make them comrades in a secret and unspoken brotherhood. Going to sea is to some extent a male ritual, like serving seven years in the French Foreign Legion, or climbing Mount Everest or sailing alone across the Atlantic. In some primitive and forgotten way, it gives each man a new prestige among his fellows, so that the millionaire industrialist will listen respectfully to the modest tales of a penniless vagrant who has rounded Cape Horn under sail, and perhaps wonder at the end just which of them has really attained “success” in life.

It is a significant fact that the far places of our planet today—the lonely seas, the highest peaks, the deepest jungles—are visited only by poor adventurers or by millionaire sportsmen. The latter, if they have the good fortune to win their leisure at a youthful age, soon turn their backs on the easy middle-class comforts of the magazine advertisements, and look for genuine male satisfactions—big game hunting in Africa or the Rockies, sport fishing among the most dangerous of fish, defying entire oceans in puny yachts under painful hardships, or journeying by some other uncomfortable means to the hidden valleys of Tibet or South America.

WHY DO MEN punish themselves in these ways? The psychologists talk glibly of the “death wish”, a force opposite and almost equal at times to the survival instinct. Whether we accept such theories or not, it cannot be denied that it is always possible to get volunteers for the most desperate missions. New York's Hayden Planetarium has many thousands of “reserva-



tions" already for the first space-ship which departs for the moon. And who has not been stirred by invitations to serve at Padloping Island, or in submarines, or as a paratrooper or a "frog-man"?

In a small way, service at sea fulfils this urge. Seamen are generally dreamers and romantics. Watch their faces as they steam into the channel of some new, or even familiar port. And a few days later, as they steam gratefully away from the same harbour, and feel the ocean swell lifting the deck beneath them, their faces wear the same cheerful, hopeful expression of men headed at last for the ultimate Paradise. Just over the horizon there awaits that best-of-possible ports, no matter how disappointing the others have been.

Just as Eve spoiled Eden, however, her daughters repeatedly cast their blight over the seaman's existence. I hasten to add that not all Navy wives do this with malice aforethought, although plenty have tried. In order to screen out these latter saboteurs (or saboteuses?) from the Navy's realm, I am suggesting that our Chaplains should make some slight additions to our marriage vows. Something along these lines:

"Will you, Mabel Blotz, solemnly swear in the presence of this congregation that you are not plotting secretly to reform the character of this honest seaman, Joseph Blow, and that you will not develop a nervous condition or other ailment in order to have him request an inland draft or try to persuade him to leave Her Majesty's service in order to go into the rug-cleaning business with your old man?"

The fault is not always Mabel's, of course. Often she marries her gallant tar under the illusion that they will spend the remainder of their days until pension in a rose-covered cottage in a

pleasant suburb of Hamilton or Winnipeg. So to keep the accounts straight let's ask for a further statement by the groom:

"Will you, Joseph Blow, solemnly swear that you haven't spun any dips to this woman, Mabel Blotz, about having a chum in drafting Depot who is going to stop-draft you in barracks for the rest of your five, or that you intend to stop drawing your tot forever, and are going to have all your tattoos removed?"

NAVY WIVES are, generally speaking, the cream of the crop. But not every pretty young thing can make the grade. It is only fair to warn all candidates that sailors are not rational humans, that they spend a large part of their days on the far side of the world, that they are not good husbands—or even good letter-writers — by *Ladies' Home Journal* standards, and that no girl in her right mind should ever dream of marrying one.

Any girl that is still agreeable to marriage on such a basis is clearly crazy, too, and should make an excellent Navy wife. Seriously, the sailor and his wife have an excellent chance of a happy marriage. Long ago the prophet Mohammed advised bridegrooms: "Let there be spaces in your togetherness", an Islamic variation on "Absence makes the heart grow fonder". Boredom is considered by some experts to be a major cause of divorce in America. It is rarely a problem in Navy families. Like Mohammed, Naval Headquarters believes in "spaces" in our family lives, and provides them quite generously at times.

"To part is to die a little," says a French proverb.

But the pain of parting is better than the taste of love grown stale. And few

landsmen ever know the holiday spirit in a home when the sailor returns with gifts from strange lands for everybody. Each person sees the other for a moment plainly as for the first time, with all their special flaws and charms. Most men stop appreciating their wives after they leave the altar, and never think about them again until the funeral. The seaman gets a fresh awareness of his wife's worth with every home-coming.

And what about the seaman's life in the ship? Is it really as painful as the Ancient Mariners would have us think? Frankly, it is never easy. At its best it might be compared with living interminably in an immigrant train (upper berth) which is travelling too fast over a bumpy road-bed in Northern Saskatchewan. The scenery is generally nil. There is no comfort, no silence, no end to the movement and the interruptions. And it certainly is cosy, living with all your possessions in a few cubic feet. There is no escape at five o'clock or even at the weekend. The world shrinks into a few metal yards of deck between the hard pitching bunk and the cramped cell or windy corner that means duty. For the watchkeepers there is no real day or night but only intervals of feeding and dozing between duties.

In my ship, seamen work twelve and a half hours out of each day, and many seamen in smaller ships work far longer than that. And on a long cruise the food becomes interminably dull, no matter how well refrigerated or prepared. A middle-aged egg or head of lettuce can never compete with the youthful article.

Any seaman who suddenly began to visibly enjoy sea duty would be watched with concern. Let him leap from his bunk some morning with a joyous shout, smile at his messmates across the lurching breakfast table, sing a gay song while shaving, and laugh happily to himself while chipping paint all morning, and he would promptly find himself lashed in a bamboo jumper and headed for RCNH, probably by helicopter.

A GREAT DEAL has been talked about "happy ships". But who ever heard of a "happy boiler factory" or a "happy coal mine"? Ships, like industrial plants, are not intended to generate happiness, but to produce a business-like job in the most economical manner. If the workers happen to feel a dizzy sensation of bliss during the process, they would be wise to keep working quietly until the feeling passes.

The hidden dividends of seafaring come in rare and unsuspected ways. Sometimes in the midst of the worst Atlantic storm your ship suddenly comes warmly alive and wins your affection for the way she frees her decks so gal-

lantly from the assaulting seas and rides over the most terrifying crests unscathed. You see the same grin of pleasure beneath your shipmate's sou'westers in these moments, and you know you are playing on the winning team in a major league game against an opponent who is powerful but short-tempered. But usually the sea's rewards are accompanied by finer weather.

There is that first hour of soft darkness after a sudden tropic sunset, when cigarettes glow in a row in the shadow of the awnings and an unseen accordion yearns for the western plains, or thumps out a gay melody to the girls of old Quebec. Another reward is the land-fall at dawn, before the lighthouses have ceased their blinking, and while the smell of night jungles rolls seaward in welcome across the creaming reefs.

New islands glistening green in the morning sun, with clouds pluming their volcanic peaks where the Trade Wind surges through . . . and old Spanish ports whose brown battlements have echoed to Drake's broadsides, and whose ancient alleys are still cobbled with Cadiz ballast stones, left by the ancient treasure galleons.

SHORE LEAVE is, of course, the supreme reward for any sailor. Nothing can match that first hour ashore, away from the roaring metal surfaces of the ship, and invading the new life of a foreign land. The sidewalk tables and the grateful shade of palms . . . the glare of the market place where merchants invite you to bargain for baskets or jade or coral souvenirs. The bright clothing and dark eyes and the unfamiliar tongues make every hour an experience. And later the distant white beaches and windy slopes wait to be explored.

If you are one of the growing army of "skin-divers" among RCN libertymen, you will probably obtain a snorkel mask and flippers and discover an endless new world of colour and wonder along the coral reefs of such islands. Or you can merely doze in the shade, beyond the call of any boatswain's pipe, and watch the white sails of the flying fishermen creep out towards the blue horizon beyond the reef.

It is not easy to love a modern ship. You can admire them, the way you admire a powerful locomotive or a giant bulldozer. But seen too closely and for too long, any ships blurs into a jungle of unfinished jobs, defective equipment and invading rust.

-And then one day you see your ship as you did the first time, across a mile of water. And a miracle occurs. Gone are the rust patches, the weedy boot

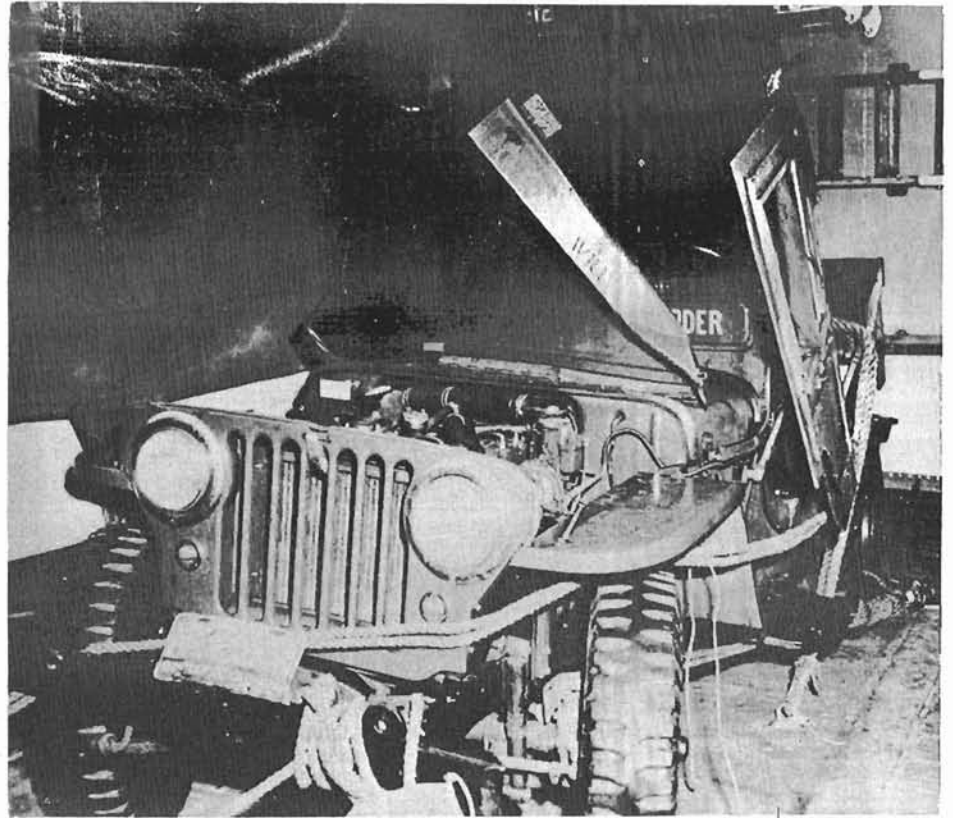


topping, the slack awning pendant. Instead you see again the swift rake of the stem, the slanted funnel, the whitened cable, the scarlet maple leaf, and the twinkle of brass. It becomes the finest sight in the blue bay. This is one of the brief, sweet moments that rewards the seafarer. I doubt that any other profession can match it.

Approaching home after a good cruise, "channel fever" is always mixed with a

concealed note of sadness. Soon the draft notes will pour aboard to dissolve this newly-formed brotherhood that has grown so slowly. And grimy workmen will soil and burn the ship's hard-won beauty. Only the youngest seamen pack their souvenirs merrily in their bags without a thought that one of life's good things is drawing to a close. Older men temper their impatience with thoughts of the unpaid bills, unswept basements and unspanked children that lie in wait for them ashore like serpents in Eden.

One of the Biblical prophets has guaranteed of Heaven that "there shall be no more sea". This is just as well, since it is probably the only "inland draft" most seafarers will see. It would be pleasant to imagine Paradise with a coast like the windward shore of Barbados, with dazzling sand beyond the palms, and warm green lagoons spreading out to the distant reefs. But beyond the reefs would be that wider horizon, and no seaman could look at it for long without wondering if it did not conceal somewhere an even lovelier land.—
Contrib.



A book about the Bikini A-bomb tests was entitled "No Place to Hide". This should be required reading for Navy jeeps, which ordinarily shouldn't have to worry about colliding with anything more formidable than a 10-ton truck. Lashed securely to the deck of the Crusader, the ship's jeep was blissfully dreaming of exciting shore duty in Hong Kong when nemesis, in the shape of a "green one", struck in the Formosa Strait. The results are shown. (CU-2004)

The Challenge of Oceanography

This article was written to determine the extent of interest in oceanography and shallow diving. The nucleus of a club to promote these interests is in being at Stadacona and the author suggests that inquiries and proposals regarding the organization's future activities be addressed to:

The Oceanographic Club,
c/o Diving and Explosive Disposal
School,
HMCS Stadacona,
HALIFAX, Nova Scotia.

"Topside."

"Topside, aye."

"Pass me a square mark."

"Coming down."

To some of us this dialogue may make little sense, but by others it will be immediately recognized as a conversation between a diver and his tender. The diver is merely asking for a line to secure to some object he has discovered.

At some time or other, I think we have all been fascinated by stories of divers who operate in this strange media that covers nearly two-thirds of the earth's surface. Recent stories and beautiful colour photography have intrigued many with the awesome beauty of this untouched frontier. Here nature guards well her hidden secrets, some clothed in settings of unbelievable beauty, contrasted with scenes so grotesque as to be fascinating in their ugliness.

A lot is heard today of a mass invasion of the sea by amateur as well as

professional divers. Swim fins, schnorkels, slick rubber suits, breathing apparatus, and a variety of gear too numerous to mention can be purchased in a large number of sporting goods and departmental stores. The diving school is besieged with "Can you give me a dip, chum?"

What is this all about—another fad like miniature golf?

Man has accepted another of nature's challenges. By the time he has seen some of its fabulous rewards and the beauty of its environment, he's hooked.

So much interest was shown by servicemen that application was made to Naval Headquarters for permission to form an oceanographic club. This was immediately approved. J. R. Longard, scientific advisor on the staff of Canflagant, Dr. A. W. H. Needler, of the Fisheries Research Board, and Dr. C. O'D. Islen, chief oceanographer of the Oceanographic Institute, Wood's Hole, Massachusetts—all scientists who have spent many years studying the sea and its phenomena—were enthusiastic in their support of the idea, and suggested many fascinating projects which the amateur, under scientific guidance, could undertake to the broadening of man's knowledge. Who is more deserving of this privilege than the sailors who make the sea, and the protection of the sea lanes, their lives?

It is unfortunate that the plan failed to reach full fruition because of pressure of other work, but the spark has not

completely died. The central purpose of this article is to solicit ideas from the fleet on how to set up the club, decide what it can do and face the problems.

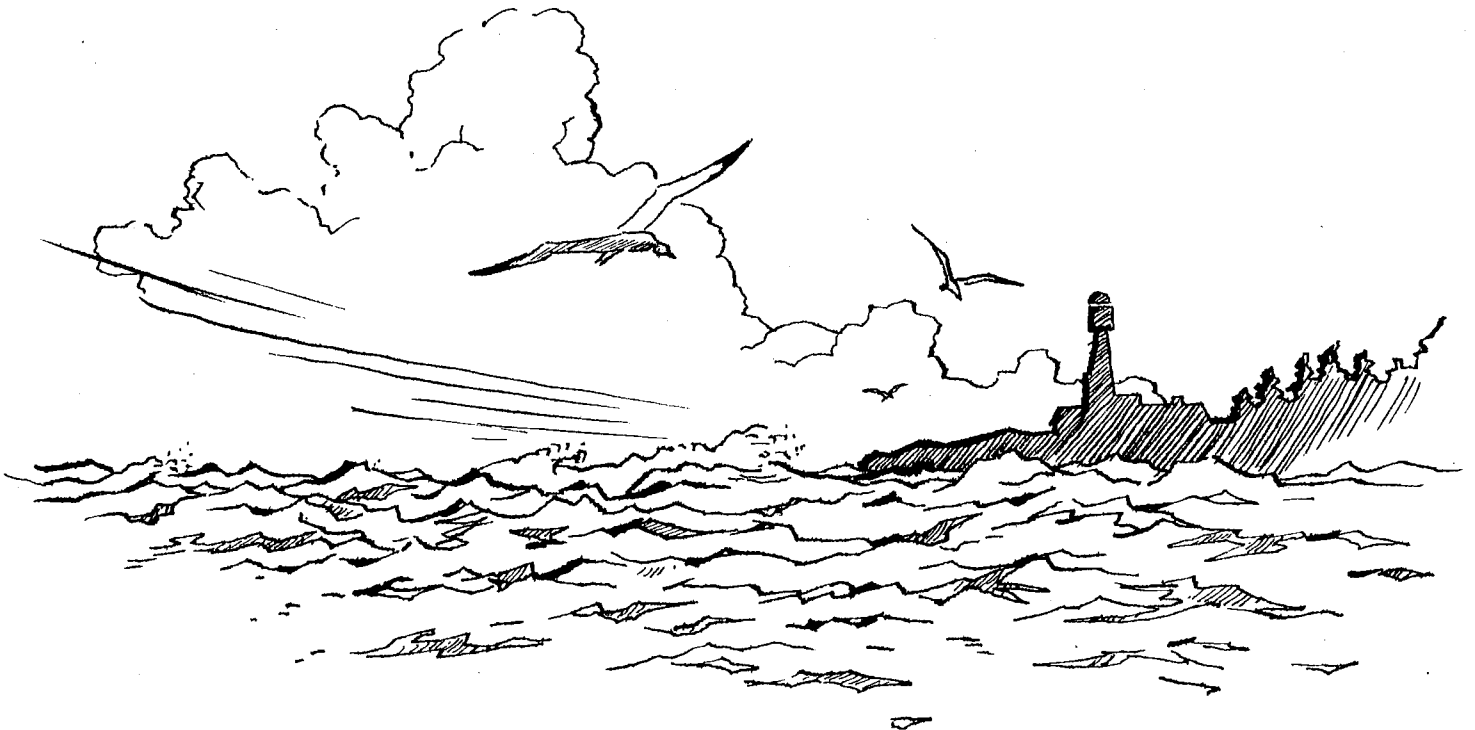
Aside from the scientific aspect, here is real sport, sound physical recreation, excitement, interest, and competition. A pair of swim fins, trunks, mask, breather, spear or camera, and a chum to accompany you will give many an adventure, and relaxing evening chats over the day's events.

For years men have discussed the better mouse trap, you and your sons may discuss the better lobster pot. The average person thinks the lobster pot just happened but is it the best design? Watch a lobster get into a pot sometime and let us hear your theory. Fishermen will be most interested. So will our government which is carrying on extensive research to reduce the thousands of dollars lost annually when the fragile lobster pots are destroyed.

Do you like your problems a little more abstract? Perhaps it is possible to predict the weather in Halifax by the shifting of the sand at MacNab's Island.

These ideas merely hint at the stimulating value of the hobby.

But there are problems. What should be the criteria for membership? Obviously sound physical condition in accordance with the medical requirements for divers will be one and a genuine interest in the aims and purposes of the club will be another. Then came problems of procurement of equipment,



maintenance of the gear, charging of cylinders, the provision of space, etc. . . . It's no game for hangers-on, and yet the problems are far simpler, and less expensive, than those of a well-run sailing club. Members must be trained and a strict code of safety regulations set. There must be supervisors to keep an eye on learners and the varying qualifying tests for deep "tickets". There are few problems here that couldn't be solved by the Navy's career divers. Their aid can be enlisted by organized enthusiasm on the part of our prospective "amateur" divers.

Here is an experience I had not too long ago: I was given the opportunity of trying out an underwater craft that is being produced in Southern California for civilian purchase. The craft has a slick, streamlined, Sabre-jet-like appearance. The operator sits in it wet with his breathing apparatus, thus requiring no pressure hull like a conventional submarine. The power plant is a pedal arrangement like that of a bicycle. After being buttoned in by the chief underwater test pilot of the manufacturers, I managed a smile before shoving off at all of four knots (the similarity to the Sabre jet is not evident throughout the full performance of this craft). Making like a fighter pilot, I tried a roll, that is, I accidentally happened to put the controls in this position. The most wonderful thing happened. The craft responded beautifully and the sensation was terrific. I have previously had the pleasure of doing some aerobatics with our fly boys and came to the conclusion that they are to impress the people on terra firma. Not so with

aquabatics. They are slow, graceful manoeuvres. If you roll and loop out and find you have misjudged the bottom, you merely pedal backwards, stop, and try again.

In trespassing into any of Mother Nature's domains there are certain rules to be followed which demand strict observance. Your Navy is proud of its diving safety record and will not permit men unnecessarily to hazard themselves.

The ordinary air we breathe is composed of roughly 80 per cent nitrogen and 20 per cent oxygen. It is difficult to believe that this innocent life sustaining mixture can become a ruthless killer. The aspirant making for a deep sea "diving" record is lulled into a sense of well being by the narcotic effect of the nitrogen. This has been popularized as "the raptures of the deep". At 320 feet old Oxygen Pete bares his fangs and completes the job.

This is not meant to frighten people away, but rather to discourage someone who is keen to start before he is properly checked out. There is swarming sea life to be investigated to forty feet, but even in these depths there are rules of conduct, which, if disregarded, bring rough penalties from nature.

If the idea of this club appeals to you, and you feel like joining this friendly invasion of another world, drop us a line and give your ideas.

Right now or the next time you are intrigued by underwater swimmers, check and see what's being done. There may be a professional or amateur plan, under which those exciting adventures you read about could happen to you.—J.C.R.

Pioneer Naval Officer Honoured at Orillia

An outstanding Ontario pioneer and former Royal Navy officer was honoured at Orillia on July 7, when a monument to the memory of Captain Elmes Steele was unveiled. A second monument to Captain Steele and his family was also unveiled the same day at nearby Purbrook on the original estate.

Captain Steele came to Canada in 1832 after 27 years' service in the Royal Navy. He entered the RN in 1798, saw wide service in the Mediterranean, the East Indies, the North Sea and off the coast of North America. He served for a time under Lord Nelson.

Just one year after Captain Steele joined the navy, he figured prominently in an action involving the greatest sum

of money ever captured by the British navy in one fight. As midshipman of the watch he was quick to notice and report a sudden and unexpected alteration of course by the Spanish fleet and his alertness enabled the British to close and defeat the enemy.

Captain Steele brought this same sterling character to Canada upon retirement from the Royal Navy. Even on the way to his new home he distinguished himself. He was aboard the ship *Blanche* when she was caught in the ice and the master of the vessel lost his head. Captain Steele took command, saved the ship and was presented with an address by the grateful passengers.



Commander J. S. Davis, on the staff of COND, who represented the RCN at the unveiling of two monuments in Simcoe County to Captain Elmes Yelverton Steele, RN, and his family, is seen here examining the dress sword worn by Captain Steele when he was presented to Queen Victoria during his naval career. (Photo Courtesy the Barrie Examiner)

After settling in Orillia, Captain Steele became one of the district's most energetic pioneers. As a magistrate he assisted in the administration of the area. He was instrumental in the construction of the road from Orillia to Toronto along Lake Simcoe, and also for the Narrows traffic bridge near Orillia. He was elected the first member of parliament for Simcoe District in 1841.

The ceremony honouring Captain Steele, and also his son, Major General Sir Samuel B. Steele (one of the first officers in the RCMP), took place on the old Steele homestead. Premier Leslie Frost of Ontario attended together with civic officials and members of the RCMP, the Army and the Navy. Cdr. James S. Davis, from the staff of the Commanding Officer Naval Divisions, represented the RCN.

Crusader Thanked For Korean Service

On returning homeward following her second tour of duty in the Far East, the *Crusader* received the following message from Rear-Admiral B. Hall Hanlon, operational commander of the UN naval forces with which the *Crusader* served in the Far East.

"During your period of operation under the United Nations Command you have always shown a readiness and ability that has been a great credit to your country and your Navy. Good-bye and good luck."

The Cruise of the Oriole

By L. G. S.

I SHALL always remember the glorious morning we sailed from sunny Halifax and plunged into a fog bank that would have made the darkness of Egypt a blinding light by comparison.

We had no fear, however, for we were well equipped to deal with navigational hazards, to wit, a DF set, a radio and an oversized hand-bellows fog horn.

There would have been less confidence had we known that the radio would give its last gasp as we passed McNab Island and that the DF set would give forth nothing but sparks off the treacherous shoals of Bermuda.

Four ships tried to run us down in the fog bank, but we eluded their clumsy efforts and straightway set course southward.

Seven days later we sighted the first ship of any size, the SS *Scheidijk*. She was good enough to stop for a chat, and promised to send our regards to Halifax along with a few belated noon positions. We sighted some female passengers on her cabin decks and our boys developed eye-strain from overuse of our double-vision binoculars. AB Ronald Duffy said he had never seen so many beautiful twins on board one ship at the same time.

A couple of days later the heavens let loose. We were under "main" and "jumbo" and doing about eight knots when suddenly we saw what appeared to be a black brick wall bearing down upon us. I just had time to warn the captain when the squall struck, and flattened us over on our beam. The *Oriole* just stood still and quivered for a moment; she refused to answer the helm, and I thought the "main" was going to fly off. We managed to crawl forward and check away the "main", pay off the helm and as she gained steerage, we came back on course.

Then we were off to the races. The wind and rain beat down unmercifully upon the old lady, and she creaked and moaned in every joint. I wanted to crawl aft to read the log, but didn't dare as there is no stern rail on the *Oriole*—and I didn't want to walk to Bermuda. The captain conducted operations from the main hatch. He said later he had been assured that all was well by the fervent sincerity with which we belated out the old standby "For Those in Peril on the Sea".



Seasoned sailors of the *Oriole IV* "show the ropes" to Venture cadets who will train in the 90-foot Bermuda-rigged ketch which arrived in Victoria on October 3. Left to right are Cadet G. S. Armstrong, Willowdale, Ont.; Cadet W. J. Andrews, Ralston, Alta.; AB W. H. Blakeston, Manitou, Man.; AB R. W. Duffy, Toronto, Ont.; Cadet L. R. Burroughs, Sunnybrook, Alta.; and Cadet W. R. Davidson, Metcalfe, Ont. (Victoria Times photo by Bill Halkett)

Later, our watch was convinced it could see the lights of Bermuda, but when the cold grey dawn broke, there was no sign of the islands, and our watch was blamed most harshly for losing it.

Ldg. Sea. John Newton, our professional Jonah, spent most of the next day filling our minds with the horror of being lost at sea and, when we were sufficiently terrorized, he climbed the mast and sighted land.

When we were safely secured alongside at St. Georges (no small feat for the navigator, as he found to his dismay that the only harbour charts we had for Bermuda were of Hamilton), we all fell on our knees; the cook waved his meat chopper and Ldg. Sea. Kenneth Jones cried, "I name you Berma-do".

While in Bermuda we acquired a new governor for the diesel. We really didn't need one, but Ldg. Sea. Elmer Lorentz felt that the piece of string holding the old one might break. Also, we purchased a new radio. It had dials and buttons that spun automatically like a roulette wheel. We would place our money on the table, Ldg. Sea. James Burchell would make a few magic passes, and suddenly all the buttons would spin. When they stopped, Burchell would take the money from the table and shout "next".

The radio could pick up Hong Kong and the racing results from Sydney, the

boxing matches from New York and symphony concerts from London—in fact just about everything except naval transmissions.

It was on the run from Bermuda to Cuba that the White Watch earned the named "Elephant Watch". It happened on the night we were trying to find Turk Island Passage. The rest of the ship's company was trying to sleep when suddenly a scream shattered the peaceful night, followed by a great bellow "Thar's the light!". The prophet in the crossrees had sighted the light and "Leather Lungs" O'Brien (PO Joseph O'Brien) at the foot was passing the information aft. It seemed they were hard of hearing on deck although we had no trouble hearing down below, and they set up a howling and hollering that would awaken the dead. Then they stampeded across the deck and brought the ship about with a shaking and banging of canvas. We below were just arising from our cots to avenge the murder of sleep when a voice quavered out of the blackness of the forward mess. "Ah, Sahib, the elephants have mustered" and dissolved our rage in laughter.

In Cristobal, Canal Zone, we met our old friend the RCMP ship *St. Roch*, which had left Halifax and Bermuda a day before us. She was tied up for repairs and the noble police were busy making a detailed survey of Panamanian night life.

In Balboa we secured alongside the CNAV *Porte de La Reine* which had arrived the day before from Esquimalt. We were very glad to see her, as showers, hot water, and storage space are very nice things to have even though we had managed for over a month without them. She appeared as a palace of luxury and was a constant source of envy. Her decks didn't leak, everyone had a bunk, water didn't slosh around the messdeck on rough days or get in the porridge. They had dry clothes, fresh food, and an enclosed bridge with radar and a normal radio that was content to reach Esquimalt instead of Singapore. At the time she was our only visible proof that life could be beautiful.

The East Coast weather continued all the way to Acapulco. The winds were mostly contrary but the seas proved moderate and we did long, uneventful tacks across the stern of the *Porte de la Reine* which was laying down the base course. We fuelled and provisioned at sea on a calm morning.

The pleasure cruise ended at Acapulco. After that we had the "wonderful West Coast weather" all the way and it proved to be a harrowing experience. It took 12 days to get from Acapulco to San Diego and we spent two of them hiding in the lee of Cedros Island.

When we finally got clear of Cedros Island we found that the gale had not abated at all and had only been waiting for us as a cat waits for a mouse. We steamed right into it and were buffeted all the way to San Diego. By the time we got there we were low on everything, food, morale, and strength.

Our stay there proved uneventful. We cleaned, dried, painted and stored ship. PO Jack King and AB Joseph Woods did most of the sail repairs, especially on the jib and flying jib that had taken quite a beating. Ldg. Sea. John Newton and I made canvas coverings for the forward hatch, galley, and forward cabin to see if they would slow down the water intake, as it used to come in like a waterfall through the cracks whenever a large wave broke over the deck.

The weather did not improve on the way to 'Frisco and in Santa Cruz passage I had my first and only real qualm about the whole effort. We were trying to go through around 2000. The *St. Roch* and *Porte de la Reine* were ahead of us. They couldn't slow down any more and we couldn't go any faster. It wasn't that each wave breaking clean over the ship filled my sea-boots full of icy water, or that the spray was so thick that I just couldn't bear looking into the wind that gave me the chills, but the ship had slowed down to a dead

crawl and every gust of wind or larger wave stopped her dead in her tracks and she would immediately pay off 30 to 40 degrees on either side before she would pick up enough way to get her head back into it again.

I must say I was rather relieved when the Captain decided that we had better turn and run for shelter behind the island. The ship was as level as a pool table once we got her around and running before the gale. Within two hours we hove to in Valley Anchorage.

We spent the weekend in 'Frisco where everyone seemed to have an especially virtuous time. I even went to the Opera. It may have been the proximity of Alcatraz and San Quentin

Teacher Serves Aboard Oriole

Lieut. Leif G. Stolee, RCN(R), author of "The Cruise of the *Oriole*" is a graduate of the University of Alberta with a Bachelor of Education degree. He was born on the island of Madagascar, the son of missionary parents.

Attached to the naval division in Edmonton, he volunteered to help take the *Oriole* around to Esquimalt before looking for a job school teaching.

His sense of fun and gift of storytelling undoubtedly helped shorten the 73-day voyage from Halifax to Esquimalt for the three other officers and 20 men who also had volunteered for the undertaking.

Following the yacht's arrival at the West Coast dockyard the associate editor of *The Crowsnest* approached several crew members with the view of having one of them write an account of their trip. The answer in every case was the same:—"Lieut Stolee is the one to tell the story".

Finally the author was found on board the minesweeper *Comox* where he had been temporarily appointed after hearing that the high school in Edmonton had hired another teacher because of his prolonged absence at sea.

that had such a salutary effect on the lads. Anyway it was a well-kept weekend.

On Monday we sailed in a slight drizzle and a low overcast of cloud. We got out beyond the light vessel and started on the last lap hoping the weather would stay moderate. But the next morning around ten o'clock just south of Cape Mendicino we had to turn and run back 90 miles to Drake Bay. The wind wasn't too bad, but the weather report was most unfavourable and all small craft were advised to seek shelter.

The most annoying thing that morning was the sea, the largest we had met. It kept lifting us to heaven and tossing us backwards. It is really the most peculiar sensation to be standing on the

deck of a ship that is trying its best to go full ahead, then suddenly rise to the skies and proceed backwards for fifty feet or so. You keep wondering if you are going to broach to and how you can avoid it.

We were also leaking badly through the shaft as one of the studs on the packing case had broken. The temporary repairs carried out in Drake Bay did not improve the situation and for the last two days we had the bilge pump going most of the time. The engine well use to fill up in ten or twelve minutes and we had to keep a man watching it. So we didn't stop off in Astoria as planned, for we had our doubts about the leak and thought we had better keep the thing going as long as possible.

They gave us a very warm reception in Esquimalt on October 3 and we gave the ship to *Venture*. They were glad to get her and we were glad to give her. The last thing one of the petty officers said to me was "For heaven's sake, don't tell my wife I volunteered!"

Dramatis Personae

During her 73 days on passage from Halifax to Esquimalt, HMCS *Oriole* IV sailed 7,798 miles and called at the following ports: St. George's, Bermuda; Guantanamo Bay, Cuba; Cristobal and Balboa, Canal Zone; Acapulco, Mexico; San Diego and San Francisco, California. She left Halifax on July 19 and arrived at Esquimalt on October 3.

The following officers and men made the journey:

Lieut.-Cdr. E. T. Coggins, RCN, of Weymouth, N.S., commanding officer; Cdr. M. E. Smith, RCN(R), Montreal (executive officer of HMCS *Donnacona*, Montreal naval division); Lieut. E. J. Lattimer, RCN(R), of Montreal, and Lieut. Leif G. Stolee, RCN(R), of Edmonton.

Petty Officers Joseph Threlfall, Victoria; William Greenwood, Halifax and Toronto; Jack W. King, Victoria; Donald Cole, Victoria and Winnipeg; Joseph O'Brien, Victoria, and Norman Howe, Saskatoon.

Leading Seamen Kenneth Jones, Portage La Prairie; John Newton, Victoria; Earle Weagle, Halifax; Elmer Lorentz, Saskatoon, and James Burchell, Dawson Creek.

Able Seamen David Woolgar, Vancouver; Rolland Goyette, Montreal; Joseph Wood, Victoria; Ronald Duffy, Toronto; Michael Woods, Duncan, B.C.; Albert Foster, Badger, Nfld.; Lee Ellis, Assiniboia, Sask., and Harold Collins, Victoria, and Ord. Sea. William Blakeston, Victoria.



The Pacific Naval Laboratory, westernmost research establishment of the Defence Research Board, which was opened officially October 8 at Esquimalt by Vice-Admiral E. R. Mainguy, Chief of Naval Staff. (E-27870)

The Sciences of the Sea Enter a New Home

The necessity for close co-operation between scientists and the Royal Canadian Navy was emphasized October 8 by Vice-Admiral E. Mainguy, Chief of Naval Staff, at the official opening of the Pacific Naval Laboratory (PNL), Esquimalt, the Defence Research Board's westernmost research establishment.

Dr. Omond M. Solandt, chairman of the Defence Research Board, welcomed Admiral Mainguy to the new research centre.

Admiral Mainguy cited several instances where the Navy would have benefited had DRB staff members been consulted and he urged naval officers to maintain closer relationships with the scientists. "Perhaps the best place for the officers and scientists to mingle is within the wardrooms and messes," he added.

One of two DRB establishments devoted to the scientific investigation of problems of special interest to the Royal Canadian Navy, PNL is a handsome three-storey building of grey and green concrete and masonry and is one of Canada's most up-to-date research centres.

Established in 1948, the laboratory is one of the Board's "younger" establishments. Several were created by the Services during the Second World War

and were taken over by DRB on its inception in 1947. Others, like PNL, were established by the Board well after the war.

The scientists strive constantly for a better understanding of the physical sciences associated with the sea. The application of the resulting basic research to the development of new technique for the RCN also plays an important role in PNL activities.

Initial reason for establishing the laboratory on the West Coast was to take advantage of the deep inlets and sheltered waters of the British Columbia coast. These afford a wide range of oceanographic conditions and permit the performance of full-scale tests and experiments throughout the year.

The provision of a scientific service for Canada's West Coast fleet and Canadian participation in the solution of problems affecting naval operations in the Pacific are additional objectives.

For sea operations, the RCN has placed at the disposal of the scientists HMCS *Cedarwood*, a ship that has been especially fitted for naval research. In this vessel are carried out the initial phases of the main research program. In addition, CNAV *Ehkoli*, a small motor ship, is available also for marine investigations by arrangement with the

Pacific Oceanographic Group, of Vancouver.

To develop the mechanical and electronic gear necessary for the laboratory's scientific functions, service groups have been set up within the establishment. These groups undertake as well the development of special or experimental gear directly for the Navy.

Through the superintendent, J. S. Johnson, the scientists act in an advisory capacity to the Flag Officer, Pacific Coast.—C.A.P.

Vice-Admiral E. R. Mainguy, Chief of Naval Staff, officially opens the Defence Research Board's Pacific Naval Laboratory at Esquimalt. (E-2762)



THE BIGGEST EVER

Nearly 800 Reservists
Trained on Great
Lakes

ABOUT 800 members of the Royal Canadian Navy (Reserve) from all parts of Canada were able to get a minimum of two weeks actual sea training during the summer of 1954 without going within a thousand miles of the ocean!

This seeming paradox was made possible by the Great Lakes Training Centre at Hamilton, whose training program during June, July and August was carried out on board the eight ships attached to the centre. This fleet, probably the largest number of Canadian warships assembled on the Great Lakes since the end of the Second World War and certainly the largest group of Canadian warships ever to sail there, was manned almost entirely by Reserve personnel, under command of Lieut.-Cdr. F. H. (Eric) Pinfold of Winnipeg, Reserve Training Commander.

The training flotilla consisted of three Bangor-class coastal patrol vessels, HMC Ships *Kentville*, *Digby* and *Brockville*; and five Fairmiles from divisions in the Great Lakes area, the *Reindeer* from York, the *Beaver* from Star, the *Racoon* from Prevost, the *Moose* from Griffon, and the *Cougar* from Cataragui.

These ships took part singly or in groups in a total of 15 cruises during the summer, visiting Great Lakes ports such as Port Arthur, Sault Ste. Marie, Eriau, Leamington, Port Stanley, Port Colborne, Port Dalhousie, Toronto, Kingston, Rochester, Buffalo, Oswego, N.Y., Sackett's Harbor, N.Y., Oshawa and Cobourg.

Highlight of the summer was a two-week cruise by all ships from Hamilton, through the Welland Canal, across Lake Erie, through the Detroit River, across Lake Huron, through the Soo Canal and across Lake Superior to Port Arthur and Fort William. The ships carried out exercises and manoeuvres both on the way to and from the head of the Lakes.

Experience in all phases of ship-board life was gained by the trainees, of whom more than 300 were new entries who had never been aboard a ship before, and no time was wasted letting them get their sea legs.

The trainees usually arrived at GLTC on a Sunday. They were immediately drafted to one of the ships and spent the night aboard. After a one-day familiarization period to get acclimatized to their new surroundings, the ship proceeded to sea and the remainder of the two-week period was spent in lectures, exercises and evolutions set out in the training program. During this period two hours per day were spent in helping the skeleton crews of the ships carry out their duties but even during these hours the trainees performed their work in the department of the ship in which they were particularly interested.

Evolutions included boat pulling, preparing tows, sailing, gunnery, streaming fog buoys, and other exercises in company with other ships, such as simulated submarine attacks and both day and night shoots.

Original plans called for the trainees to be accommodated only in the three Bangor-class escort vessels. However, the program was hardly more than three weeks old when, in late June, some of the Fairmiles based at Great Lakes naval divisions were pressed into service to handle the unprecedented numbers. During one weekend in early July, more than 100 young reserve sailors arrived at the training centre, and the entire Fairmile fleet of the "Great Lakes Navy" was busy as the youngsters got their sea legs.

The facts and figures department of the reserve training commander's staff came up with some interesting information. A total of 792 officers, men and Wrens had attended the GLTC as of August 23, with another 30 expected. This figure is considerably above the total of 260 members of the naval reserve who attended the Great Lakes Training Centre in 1953.

Most of these attending the centre this year were new-entry reservists, who had joined the RCN(R) within the last ten months. One young lad from Hamilton had been attested into the RCN(R) on Monday and on Tuesday he was at sea on board HMCS *Digby*. He admitted that he was a little confused and overwhelmed by it all, but within a few days he had learned to give his cap that "lived in" look.

The training program differed considerably from that in previous years as most of the training was actually taken on board ships at sea. Formerly, the trainees spent one week ashore doing parade training and receiving classroom instructions, and one week at sea. This year the emphasis was on sea training, with the trainees joining the ships on arrival and proceeding to sea for 11 days before returning to Hamilton and then boarding trains and planes for their homes across the country.

The five Fairmiles were detached from the training flotilla in mid-August and returned to their home divisions. The three Bangors continued to carry out the sea training program for the rest of the season.

Assisting Lieut.-Cdr. Pinfold in the training program was Lieut. Eric Scoates, deputy reserve training commander, Lieut. (S) John Stuart, supply officer, and a staff of 14 officers, men and Wrens.

In command of the *Brockville* was Lieut.-Cdr. Darrel Hayes, of Edmonton, while the *Digby* was commanded by Acting Lieut.-Cdr. Peter Cornell, of Fort William and Kingston, and the *Kentville* was commanded by Lieut. William G. Hunt, the only permanent force commanding officer of the ships.

All of the navy's 22 divisions sent representatives to the Great Lakes Training Centre. Most of these went to the ships but some attended the communications training centre that was operated as part of the activities. A total of 105 communicators went through their training centre and some of these went to sea in the ships for further practical training. It was the first time that communications training had been carried out at the Great Lakes Training Centre. In charge of the communications training was Cd. Officer John Parris, RCN, of Hamilton.

Following is a breakdown of the numbers sent to the training centre by each division: *Cabot* 13, *Caribou* 17, *Queen Charlotte* 8, *Scotian* 30, *Brunswick* 33, *Montcalm* 22, *Donnacona* 62, *Carleton* 52, *York* 107, *Prevost* 38, *Cataragui* 19, *Star* 98, *Hunter* 41, *Griffon* 19, *Chippawa* 61, *Queen* 12, *Unicorn* 25, *Nonsuch* 26, *Tecumseh* 9, *Discovery* 67, *Malahat* 11 and *Chatham* 8.

Ship's Biscuit on Way Out?

BECAUSE a Defence Research Board food technologist has developed a simple, speedy method of producing bread, it looks as if hardtack, for decades the bane of Canadian Service personnel, is on its way out, according to a DRB statement.

Food technologist Joseph H. Hulse and baker Joseph Galbraith, of the food research group of the Defence Research Medical Laboratories, Downsview, Ont., have created a prepared mix which combined with water and baked in an oven, produces high quality bread in just under two hours — cutting about four hours from mother's age-old method.

The scientists devised their process primarily for crews of small naval ships and isolated units of Canada's three armed services. Hulse spent nearly three weeks at sea in a variety of naval vessels investigating the problems of storing bread and keeping it fresh in confined spaces. He decided that only a prepared easy-to-bake mix was the answer.

After months of experiments, the food research group solved the problem. When water is added to the prepared mix, the resultant dough can be moulded immediately into appropriate

The only two ships in the world today to have completed the Northwest Passage are shown side by side in Esquimalt harbour. HMCS Labrador later sailed with the little RCMP vessel St. Roch on her last voyage to Vancouver, where the St. Roch is being preserved as a museum. (E-28705)



Pictured here are the members of the 30th Officers' Divisional Course held at Cornwallis from September 13, to October 25, 1954. Front row (left to right): Lieut. G. H. Selby-Smith; A/Sub-Lt. (S) K. R. Campbell; CPO D. E. Graves, Parade Instructor, Lieut. L. J. Parry, Course Officer; A/Cd. Writer Officer W. A. Wolfe; A/Cd. Communications Officer A. E. Young. Second row: A/Sub-Lt. (S) L. J. Thibault; Cd. Ordnance Officer S. M. Sellars; A/Cd. Communications Officer A. F. Howard; Midshipman L. Milhomme; A. Sub-Lt. (S) B. Cormack; A/Cd. Officer (SB) R. G. Moxam. Third row: A/Cd. Communications Officer J. M. Reid; A/Ordnance Lieut. W. A. Bulani; A/Cd. Radio Officer H. J. Bennetts; A/Cd. Gunner (TAS) D. R. Ingram; Lieut. (SB) J. C. Bonneau; A/Cd. Communications Officer G. C. Green. Rear row: A/Cd. Communications Officer G. C. Fenn; A/Sub-Lt. C. C. Dale Midshipman D. H. Chew; A/Sub-Lt. (S) J. N. Dougan; A/Cd. Gunner F. E. Rushton; A/Cd. Gunner E. E. Moore; A/Cd. Electrical Officer J. T. Cottrell; Instructor Lieut. W. B. Arnold. (DB-4726)

sizes and shapes. It is then allowed to rise and is baked. The whole process, mixing, rising and baking, involves less than two hours.

The result is a product that compares favourably with standard commercial bread according to independent judges who have carried out exhaustive tests. The pre-mix offers a variety of types of bread to suit all tastes—white and Vienna loaves, oven bottom or farmhouse bread, rolls, scones, French sticks and buns. Another similar mix contains whole wheat flour and extends an additional similar diversity in a wide range of breads and rolls.

Bread produced commercially requires a one- or two-stage fermentation process. The dough must "rest" in bulk for between three and five hours after mixing. The so-called bulk fermentation period is particularly inconvenient when space is limited and where speedy production requirements are involved. In addition, temperature and humidity fluctuations during this critical period can affect adversely the quality of the bread.

Hulse and his associates fully expect that Canadian housewives will clamour for a commercial pre-mix to fill their husband's demands for home baked bread. The scientists are confident that such a development will match in quality the bread turned out in the old-fashioned way.



LOWER DECK PROMOTIONS

Following is a further list of promotions of men on the lower deck. The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

ABBOTT, Richard P.....	PIEA4	HARRIS, George B.....	P1RT4	NEWHOOK, Delmer E.....	P2EF3
ALLER, William N.....	LSAA1	HASLER, Frederick G.....	LSCK1	NIPFARD, William H.....	LSCK1
ANDREWS, Gordon H.....	LSRP1	HASTINGS, John D.....	LSLM2	NORMAN, Jack S.....	P2RS3
APEL, Clifton L.....	LSRP1	HENDERSON, William J.....	LSED3	NORMANDEAU, Rene J.....	C2EA4
ASTIKA, Henry V.....	LSRN3	HENRY, Boyd F.....	P2EM2(NQ)	NYMAN, Ronald C.....	LSRP1
BALL, Francis G.....	PIER4	HILL, James E.....	LSEM1	O'BRIEN, Gordon C.....	LSRP2
BARBER, Lawrence G.....	LSEM1	HINKLE, Henry P.....	P1SH4	OLKOVICK, Frederick W.....	LSAA1
BARKER, Bert W.....	LSAA1	HOFFMAN, John.....	P2TD2	PARENT, John V.....	LSQM2
BARRY, Norman A.....	LSLM1	HOWARD, Lorne A.....	LSLM2	PARENTEAU, Joseph G.....	LSRP1
BEACH, Christian H.....	LSLM2	HOWE, Norman L.....	P2RC2	PARK, John W.....	P2BD2
BEDARD, Donald C.....	LSLR2	HUFFMAN, Paul T.....	LSLM2	PARSONS, Kenneth E.....	LSLM2
BERGGREN, Waldo L.....	LSLR1	HUNT, Donald F.....	LSAA1	PATERSON, Ross A.....	LSBD2
BESSEY, George A.....	LSVS1	HUNT, Edwin C.....	C2RT4	PATTERSON, Clarence J.....	LSQR1
BINGHAM, Edward R.....	LSQM1	HYNES, Kevin F.....	LSRC1	PAYNE, George E.....	C2ER4
BONN, Russel W.....	LSLM2	INNES, Gordon G.....	P2TD2	PEDERSON, Bert.....	LSTD1
BOOMER, Royce B.....	LML2	INOUE, Yeiji.....	P2QR2	PENNINGTON, Jack E.....	LML2
BOS, Johan.....	LML1	IRVING, David C.....	C2RA4	PERDUE, Donald A.....	LSCK1
BRANIFF, Ralph D.....	LML2	IRWIN, Garnett A.....	P1PT2	PERKINS, Elwyn J.....	C1RT4
BREARLEY, Neil A.....	P1SH4	JACOB, Richard M.....	C2RA4	PETRUSKEWICK, Garrold.....	LML2
BRUBACHER, Ralph T.....	LML2	JAMES, William T.....	LSLR1	PORTEOUS, John A.....	P1ET4
BRUNELLE, Guy J.....	LSAA1	JARVIS, George F.....	C2ET4	POULIOT, Lea P.....	LML2
BURGESS, Donald R.....	LML1	JESNEY, William M.....	LSLR1	PROKOPOW, Thomas K.....	LSRP1
BURKE, Gerald A.....	LSTD1	JOHNSON, Kenneth D.....	LSRP2	RACINE, Rolland R.....	LSBD1
BURNS, Colin T.....	LSLR1	JOHNSON, William C.....	LML1	REA, Bawne A.....	LML2
BUTLER, Robert J.....	LSAA1	JOHNSTON, Gordon A.....	LSRP2	REDING, Ronald R.....	LSRP1
CARLYON, Henry R.....	P2LR2	JONES, George T.....	LSLR1	RICHARD, Eldie.....	LSTD1
CARR, Ronald E.....	LSTD1	JONES, Roy A.....	P2QR2	RICHEY, Robert J.....	P2QM2
CHADWICK, Edward A.....	PIET4	KELLY, Blake W.....	LML2	ROBERT, Ralph D.....	LSTD1
CHAMBERLAIN, Allan H.....	LML1	KELLY, James E.....	LSRP1	ROLLS, Cyril.....	LSNS1
CHEETHAM, William.....	LSRP2	KELLY, Robert G.....	LSRC2	ROSS, John L.....	LSRN3
CLOUTIER, Marcel J.....	LSAA1	KING, Aubrey J.....	LSAA1	ROY, Marcel J.....	LSTD1
CONROY, Francis D.....	LML2	KIPROFF, Philip P.....	LSCK1	RYCKMAN, Karl D.....	LSEM1
COON, Gordon.....	LSEM1	KITTON, William J.....	C2ET4	SANDERSON, Donald E.....	P2RW3
CORDER, Edward J.....	LML2	KNIGHT, John A.....	C2RT4	SARGENT, Roy A.....	P2QM2
COUSINS, Robert W.....	LSQM1	KNOWLES, Curtis A.....	P2EG3	SAWYER, Raymond W.....	P1SH4
DAKIN, Frederick W.....	LSRN3	KORMAN, Steve J.....	P1SH4	SHEEDY, Reginald P.....	LSMA2
DALY, John P.....	LML1	LABOUSKI, Alexander.....	LML2	SHEFFIELD, Glenn A.....	LSTD2
D'ANJOU, Auguste J.....	LSCK1	LAPLANTE, Guy J.....	LSEM1	SNOW, Douglas S.....	P2RW3
DAUNHAUER, Joseph A.....	P2SW2	LARSON, Lawrence W.....	C2RT4	SOLONICK, Douglas R.....	LSRP1
DAVIDGE, Eldon J.....	LSRP2	LAWRANCE, John A.....	LSLR1	STERLING, Kenneth E.....	LSAA1
DAWSON, Walter J.....	LSQR2	LAWSON, Charles E.....	LML2	STEWART, Gary W.....	LML2
DESMEULES, Roger J.....	LSQM2	LEBLANC, Robert J.....	LSQM2	SUTHERLAND, Joseph C.....	LML1
DOBSON, Allen G.....	LML2	LEIGH, Charles R.....	LSQM1	TAYLOR, Donald M.....	P1SH4
DOWNNEY, Charles L.....	LSRC2	LEIGH, Frederick O.....	LML2	TERDICK, John.....	LML2
DOWNEY, Kenneth A.....	LSCR1	LEWIS, Ronald E.....	LML1	TOTH, Michael.....	LML2
EVANS, David R.....	C2ET4	LIVSEY, Jeffrey D.....	LSEM1	TRATT, Ronald J.....	LSAA2
EVANS, William T.....	LSQR1	LONG, Murray A.....	P2TD3	VIENNEAU, John F.....	LSRP1
FARLEY, John J.....	LSQM1	MAGSON, Ronald E.....	LML1	VILLENEUVE, Ralph.....	LSTD1
FERGUSON, Elmer A.....	PIET4	MARTIN, Alan N.....	LML2	WALLACE, Peter.....	LSQR1
FERRARA, Pierre P.....	LML1	MATTON, Marcel H.....	LML2	WALSH, Frederick P.....	LSRP2
FORD, Ronald G.....	LSRP2	MERGAERT, Gilbert E.....	P1EA4	WEAVER, Sidney F.....	LSRP1
FORTIN, Jean Noel.....	LML2	MERRIFIELD, John F.....	LSQM1	WHITE, Robert.....	LSCK1
FRANDLE, Robert.....	LSCK1	MILLER, Edward E.....	P1ER4	WHITEFIELD, Ian D.....	LSTD2
FREEMAN, Lloyd G.....	LML1	MITCHELL, Alden F.....	LSCR1	WICKS, Roy H.....	LSRP1
GALBRAITH, James K.....	LML1	MITCHELL, Earl C.....	P2RN3	WIDNER, John G.....	P2BD2
GALLANT, Francis D.....	LML2	MONTGOMERY, James H.....	LSTD1	WIENS, Ralph.....	LML2
GAUTREAU, Paul L.....	LSEM1	MORENCY, Jean R.....	LML2	WILCOX, Earl R.....	P2EM2(NQ)
GEDDES, Donald R.....	LSRC1	MORRIS, Clifford G.....	C2RT4	WILLIAMS, Robert J.....	LSTD1
GIBBERSON, Graydon D.....	P2CS3	MUSTER, Edward.....	LSTD1	WILSON, Arthur J.....	LSTD2
GILLAN, James S.....	C2QR2	MacARTHUR, Donald F.....	LSQR2	YOUNG, Gordon A.....	P1ET4
GODDING, Bertram C.....	PIET4	MacEACHERN, Ernest R.....	LSNS1		
GOLDSTEIN, Arthur I.....	LML2	MacKINTOSH, Russell M.....	LSEM1		
GRIFFIN, David H.....	LSMA1	MacMILLAN, Russell W.....	P1RP3		
GUNVILLE, Leonard J.....	LSQR2	MacNEIL, John A.....	LSRP1		
GUTHRIE, Kenneth L.....	C2ET4	MacPHEE, Arnold J.....	P2QM2		
GUY, Clarence G.....	LSQR1	MacARTHUR, Archie.....	P1ET4		
HARBIDGE, Ronald V.....	P1BD3	McCREARY, William E.....	LSAA1		
HARNETT, William N.....	LSEM1	McCULLOCH, John B.....	LSQR1		
		McCULLOUGH, James B.....	LSTD2		
		McDONALD, John C.....	LSQM1		
		McGUIGAN, Bertram J.....	LSRP1		
		McGUIRE, Alfred J.....	P2AA2		
		McGUIRE, Thomas A.....	LSRP2		
		McINTYRE, Earl B.....	LSEM1		
		McKENNA, Michael O.....	LML1		
		McLAY, James E.....	LSNS1		
		McNAIR, William T.....	LML2		
		McQUEEN, John C.....	LSEM1		

When Cdr. H. W. S. Soulsby, RCN (Ret'd), of Victoria, turned his hand to preparing a "Crossing the Line" certificate for HMCS Quebec he grasped the opportunity of recognizing the training Cruiser's namesake province. On the opposite page appears the first such RCN certificate in the French language.

H.M.C.S. QUEBEC

Captain E.W. Finch-Noyes. C.D., R.C.N.

SOUTH AMERICAN CRUISE

1954



PROCLAMATION

de Sa Maritime Adjesté

le ROI NEPTUNE

Considérant que le vaisseau canadien de Sa Adjesté QUÉBEC est un visiteur dans Notre Royaume, et dont on a bien conservé le souvenir et la devise honorée. Nous lui exprimons des vœux de bienvenue dans ce domaine océanique, et sa capitaine notre frère fidèle et bien-aimé, et à son équipage de vieux Adarsouins et de Terriens.

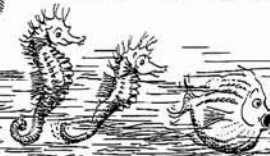
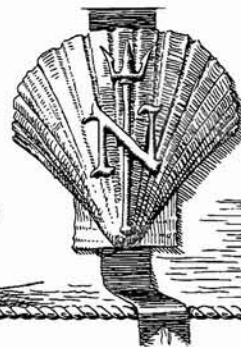
Soit-il entendu que

ce jour-ci a TRAVERSÉ LA LIÈNE équatoriale à bord du H.M.C.S. QUÉBEC, et qu'ayant été dûment initié, il lui est permis d'y être nommé ADARSOUIN.

Il est exigé de tous Requins, Dauphins, Bêches-de-Mer, Tritons et Terriens, qu'on le traite avec tout le respect possible. En outre, ce nous fera Plaisir de le favoriser de Vents Propices, de Voyages Profitables, et de Toute Bénédiction que nous soyons en mesure de faire.

Faite à Notre Cour à bord du H.M.C.S. QUÉBEC à l'Équateur, par 36° 30' de longitude ouest le 30 octobre, 1954.

Neptunus
Rex



LB

